

Agenda

Ordinary Meeting of Council

Monday, 23rd March 2020

Commencing at 7.00pm

Council Chamber
1230 Nepean Highway, Cheltenham

kingston.vic.gov.au

Julie Reid
Chief Executive Officer
Kingston City Council

community inspired leadership



City of
KINGSTON

**City of Kingston
Ordinary Meeting of Council**

Agenda

23 March 2020

Notice is given that an Ordinary Meeting of Kingston City Council will be held at 7.00pm at Council Chamber, 1230 Nepean Highway, Cheltenham, on Monday, 23 March 2020.

1. Apologies

2. Confirmation of Minutes of Previous Meetings

Minutes of Ordinary Council Meeting 24 February 2020

Minutes of Special Council Meeting 10 March 2020

Minutes of Special Council Meeting 16 March 2020

3. Foreshadowed Declaration by Councillors, Officers or Contractors of any Conflict of Interest

Note that any Conflicts of Interest need to be formally declared at the start of the meeting and immediately prior to the item being considered – type and nature of interest is required to be disclosed – if disclosed in writing to the CEO prior to the meeting only the type of interest needs to be disclosed prior to the item being considered.

4. Petitions

Nil

5. Presentation of Awards

Nil

6. Reports from Delegates Appointed by Council to Various Organisations

7. Question Time

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- 14.1 Notice of Motion No. 10/2020 - Cr Oxley - Tarella Road Land
- 14.2 Mordialloc Creek - Mooring Fees
- 14.3 Property Matter
- 14.4 Chief Executive Officer Employment Matters (Conflict of Employment Disclosure)
- 14.5 Chief Executive Officer Employment Matters (Additional Expenses)

Confidential Attachments

- 8.1 Planning Compliance in the Green Wedge - February 2020
 - Appendix 1 Green Wedge Spreadsheet for Council - update January 2020 - Confidential
- 9.2 CON-19/55 Award of Contract - Concierge Services
 - Appendix 1 Tender Evaluation CON-19/55 Award of Contract - Concierge Services
- 10.4 CON-19/151 Chelsea Road (Drinan Road to Beardsworth Avenue), Chelsea Road Reconstruction
 - Appendix 1 CON-19/151 Evaluation Matrix - Chelsea Road Chelsea Road Reconstruction

Explanation of Meeting Procedure



Meeting Procedure is Regulated by Local Law

The procedures for this Ordinary Meeting of Council are regulated by Council's Meeting Procedures Local Law.

Chairperson

The Mayor as Chairperson is the ultimate authority for the conduct of the meeting.

Agenda

The business to be dealt with at the meeting is set out in the agenda. No other business can be dealt with, unless admitted as Urgent Business by resolution of Council.

Motions

A motion must be moved and seconded to be valid. The mover of the motion will then be permitted to speak to it. Other Councillors will then be permitted to speak either for or against the motion. The mover will be permitted a right-of-reply, which will conclude the debate.

Voting

The motion will then be voted on by show of hands. If the motion is carried, it becomes a resolution (decision) of the Council. Any Councillor may call for a Division, in order that the vote of each Councillor is formally recorded. The result of the Division supersedes the vote by show of hands.

Amendments

A Councillor may move an amendment to a motion. Any amendment moved shall be dealt with in the same way as a motion, except that there is no right of reply for the mover of the amendment and the mover of the motion if the amendment is carried. If carried, the amendment becomes the motion and the previous motion is abandoned.

Speaking at the Meeting

No visitor to a Council meeting may speak to the meeting, except for:

- The applicant (or his/her representative) and one objector in relation to an application for a planning permit;
- Special circumstances in which leave to speak is granted by the Chairperson.

Unless special circumstances apply, the Chairperson will limit the presentation of a speaker to three minutes duration.

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Cheltenham 1230 Nepean Highway Chelsea 1 Chelsea Road

1300 653 356 131 450 03 9581 4500 PO Box 1000, Mentone 3194 info@kingston.vic.gov.au Ausdoc DX 19401 Mentone cityofkingston kingstoncc

Explanation of Meeting Procedure

Questions

Members of the public present at the meeting may put questions in writing to Council which will be dealt with during Question Time. The Question Box is located in the foyer. Questions must be placed in the Question Box by 7.30pm. You don't have to be a resident to ask a question.

Questions are to be as succinct as possible. Questions which cannot be accommodated on the single sided question form provided are likely to require research, and are more appropriately directed to Council in the form of a letter. In such cases, the question/s may be answered in writing at the direction of the Chairperson subsequent to the meeting.

Questions will be answered in the Council Chamber only if the questioner is present in the gallery. Where a questioner is not present, a response will be provided in writing.

Individual members of the public are permitted to ask a maximum of three (3) questions.

Confidential Business

The meeting may be closed at any time to deal with confidential items in camera. In these instances members of the public will be asked to leave the Council Chamber, and the meeting re-opened once the confidential business is completed.

Courtesy to the Mayor

All Councillors are required to direct their attention towards the Chairperson when speaking. This is in accordance with protocols relating to respect for the Chairperson of a meeting, and is a requirement of Council's Meeting Procedures Local Law.

Emergency Evacuation of Chamber

Members of the public are requested to note the green and white EXIT signs.

In the event of an emergency requiring evacuation of the Chamber, the public should evacuate by way of the EXIT located to the right hand side of the Council Chamber. This leads to the foyer through which you passed in order to enter the Chamber. Proceed from the foyer through the revolving door/side door and out of the building. This is the primary evacuation route.

If the nature of the emergency is such that the primary evacuation route is impracticable, the public should evacuate by way of the EXIT located to the right of the Council table as viewed from the public gallery. Follow further EXIT signs thereafter, which lead to an exit point on the south side of the building. This is the secondary evacuation route.

Council staff will issue directions on how to proceed to evacuate in the event of an emergency.

Explanation of Meeting Procedure

Do You Have a Hearing Difficulty?

Phonic Ear Hearing Assistance is available to any member of the public gallery with a hearing disability. Just ask a member of staff for a unit prior to the meeting.

Language Line



Recording of Meetings

Council Meetings are recorded and streamed live on the internet.

Recordings are archived and available on Council's website www.kingston.vic.gov.au.

All care is taken to maintain your privacy; however as a visitor in the public gallery, your presence may be recorded.

8. Planning and Development Reports

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.1

PLANNING COMPLIANCE IN THE GREEN WEDGE - FEBRUARY 2020

Contact Officer: Guillermo Henning, Principal Planner

Purpose of Report

The purpose of this report is to provide Council with a summary of enforcement activity in the Kingston Green Wedge that has occurred in the previous quarter.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council receive the report

1. Background

This report is in response to Notice of Motion No. 50/2016 relating to Enforcement Activity in the Kingston Green Wedge. This report summarises major activity that has occurred in the previous quarter.

2. Discussion

1. Site being used as an unauthorised store in Heatherton has now been cleared. All containers and trucks were removed within the required timeframe. No further compliance action required.
2. Council have been liaising with the owners of a site in Clayton South which is being used as a contractors depot. New tenants are in the process of lodging a planning application for the use of the site and clean-up of unauthorised use of the site is now complete.
3. Planning application refused (Council decision upheld at VCAT) for site in Clayton South. Official Warning sent January 2020 for clean-up of the land and reapply for permit application for the use of the land
4. A Dingley Village property is undergoing clean up and removal of stored vehicles/empty bins, which was due to be completed in October 2019. This is ongoing and Council are working with land owners to complete clean-up and apply for any relevant use permits.

Appendices

Appendix 1 - Green Wedge Spreadsheet for Council - update January 2020 -
Confidential (Ref 20/22316) - Confidential

Author/s: Guillermo Henning, Principal Planner
Reviewed and Approved By: Jaclyn Murdoch, Manager Compliance and Amenity
Jonathan Guttman, General Manager Planning and
Development

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.2

AMENDMENT C180 - HAWTHORN FOOTBALL CLUB

Contact Officer: Bianca Coughlan, Principal Strategic Planner

Purpose of Report

The purpose of this report is to provide Council with a summary of the submissions received to date in relation to combined Amendment C180 and planning permit KP359/2019 to the Kingston Planning Scheme. This report recommends that a request be made to the Minister for Planning to appoint an independent Planning Panel to further consider and report on the submissions received in relation to Amendment C180.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Request the Minister for Planning appoint a Panel under Part 8 of the Planning and Environment Act 1987 to consider and report on Amendment C180 and Planning Permit Application KP359/2019.
2. That all submitters to combined Amendment C180 and Planning Permit Application KP359/2019 be advised in writing of the above resolution.

1. Executive Summary

As exhibited, combined Amendment C180 and Planning Permit KP359/2019 applies to the land at 94 Tootal Road, Dingley Village and proposes the following:

- Amend the existing incorporated document titled Hawthorn Football Club – Function Centre and Signage Controls, Tootal Road, Dingley Village May 2016 to an incorporated document titled Hawthorn Football Club - Function Centre, Indoor Recreation Facility, Medical Centre, Shop, Food and Drink Premises (Café) and Museum and Signage Controls, December 2019 into the schedule to Clause 72.04 of the Kingston Planning Scheme.
- Delete the incorporated document titled Hawthorn Football Club – Function Centre and Signage Controls, Tootal Road, Dingley Village (May 2016) from the schedule to Clause 72.04 of the Kingston Planning Scheme.
- Amend the schedule to Clause 45.12 Specific Controls Overlay (SCO) to insert incorporated document Hawthorn Football Club - Function Centre, Indoor Recreation Facility, Medical Centre, Shop, Food and Drink Premises (Café) and Museum and Signage Controls, December 2019 and apply the overlay to the land.
- Amend Planning Scheme Map 6SCO to apply SCO6 to the land.

The application is for a permit to use and develop the land for a minor sport and recreation facility, function centre, indoor recreation facility, medical centre, residential building, shop, food and drinks premises (café), museum and reduction of bicycle parking requirements.

Exhibition started on 30 January 2020 and concluded on the 5 March 2020. As part of exhibition, notices were placed in the Victorian Government Gazette and Moorabbin Kingston Leader. A sign was erected on site, and over 369 letters were sent to surrounding landowners and occupiers. The amendment was also advertised via the City of Kingston Facebook page and via Your Kingston Your Say.

14 opposing submissions and 16 supporting submissions have been received (Attachment 1 – submissions). The opposing submissions generally relate to the following areas:

- Tootal Road requires upgrading in order to cater for the proposed use. In this regard, submissions referred to flooding, additional laneways, footpaths and regrading.
- The proposed waiver of bicycle parking is inappropriate.
- Inappropriate use of Green Wedge land, particularly in relation to the medical centre.

Having considered the issues raised by the objecting submissions, it is recommended that Council request that the Minister for Planning appoint an Independent Panel to consider and report on the Amendment. A further report will be brought back to Council at the conclusion of the Planning Panel process.

2. Background

Council resolved to seek authorisation from the Minister for Planning to prepare combined Planning Scheme Amendment C180 and Planning Permit KP359/2019 on 26 August 2019. Authorisation, subject to a number of conditions was received on 12 November 2019 (Attachment 2 – Authorisation Letter).

3. Discussion

3.1 Council Plan Alignment

Goal 1 - Our well-planned, liveable city supported by infrastructure to meet future needs

Direction 1.1 - Intergenerational land use planning for a sustainable community

The Amendment provides for a recreational use within the Green Wedge which facilitates the orderly redevelopment of the site.

3.2 Consultation/Internal Review

As part of the exhibition process, notices were placed in the Victorian Government Gazette and Moorabbin Kingston Leader. A sign was erected on site, and over 369 letters were sent to surrounding landowners and occupiers. The amendment was also advertised via the City of Kingston Facebook page and via Your Kingston Your Say and amendment documentation was made available at the Kingston Council office. Notices were also sent to relevant referral authorities and prescribed Ministers.

14 opposing submissions and 16 supporting submissions have been received.

3.3 Operation and Strategic Issues

3.3.1 Summary of submissions received to date

To date, 14 opposing submissions and 16 supporting submissions have been received (Attachment 1 – submissions). Opposing submissions received to date generally relate to the following (noting that some submissions raised more than one issue):

Issue	Number of times raised
Use of Green Wedge for commercial uses	2
Waiver of bicycle parking inappropriate	2
Capacity of Tootal Road to cater for increased traffic	12
Flooding of Tootal Road	5
Hotel onsite is inappropriate	3 (noting a hotel is not proposed for the site)
A footpath and bicycle path is required	6
Residential use is inappropriate	2
Medical centre use is inappropriate	1

It is noted that a number of submissions indicated overall support for the amendment however then also raised some concerns. These have not been included within the above table however have been considered. Given the range of concerns expressed through submissions received it is considered appropriate that the proposed Amendment and Planning Permit proceed to an Independent Planning Panel for review.

3.3.2 Next Steps

Section 22 of the Planning and Environment Act 1987 requires that Council consider all submissions received in respect to an exhibited amendment.

Section 23 of the Planning and Environment Act 1987 specifies that after considering submissions, Council must consider exercising one of the following options:

- Option 1
Change the Amendment in the manner requested in the submissions.
- Option 2
Ask the Minister for Planning to appoint an independent Planning Panel to review submissions received. A further report would then be bought back to Council at the conclusion of the Planning Panel process.
- Option 3
Abandon the Amendment.


Council officers recommend Option 2 which provides all parties with an interest in this matter to present their views to an independent panel and for the panel to provide advice back to Council in relation to the merits of the Amendment.

4. **Conclusion**

It is recommended that council request the Minister for Planning appoint an independent Panel to consider and report on the Amendment. A further report will be bought back to Council at the conclusion of the Planning Panel process.

Appendices

Appendix 1 - Submissions recieved to 10 March (Ref 20/49769)  [↓](#)

Appendix 2 - C180king - Hawthorn Football Club - Authorisation letter (Ref 20/49521)
 [↓](#)

Author/s: Bianca Coughlan, Principal Strategic Planner
Reviewed and Approved By: Rita Astill, Team Leader Strategic Planning
Paul Marsden, Manager City Strategy
Jonathan Guttmann, General Manager Planning and Development

8.2

AMENDMENT C180 - HAWTHORN FOOTBALL CLUB

1	Submissions recieved to 10 March.....	15
2	C180king - Hawthorn Football Club - Authorisation letter	47

	Respondent No: 1	Responded At: Jan 29, 2020 19:03:32 pm
	Login: Anonymous	Last Seen: Jan 29, 2020 19:03:32 pm
	Email: n/a	IP Address: n/a

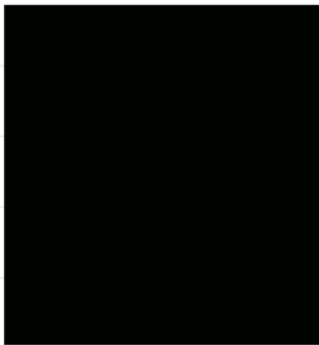
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do support the amendment because I believe it is a good and sensible use of the land and the conditions specified are reasonable and will not significantly impact me as a neighbour. I am thankful to have the HFC as a neighbour.

Q7. You may attach additional information if required: not answered

Bianca Coughlan

From: [REDACTED]
Sent: Sunday, 2 February 2020 8:23 AM
To: StrategicPlanning
Subject: HPE CM: Hawthorn Football Club: Proposed Planning Scheme Amendment C180 and Planning Permit Application KP2019-359 – 94 Tootal Road, Dingley Village

Hello,

I'd like to provide feedback on their proposed amendment.

I am a Dingley Village resident and am very concerned they have requested to reduce the bicycle parking spaces.

There is limited public transport, and with the global issues major around climate change, they should be maximising and encouraging bicycle riding and other carbon neutral transport. Rather than discouraging and forcing further cars to clog up Dingley Village and surrounds. This construction is going to put major stress on the land, what are their plans to minimise/ combat this?

As an aside, City of Kingston posted the 'haveyoursay' on Facebook, and when you follow the links it says submissions have closed. If you actually want residents to tell you what they want- make sure it's easy for them and that everything works.

Regards,

Michelle Pardo

	Respondent No: 2	Responded At: Feb 02, 2020 08:37:43 am
	Login: Anonymous	Last Seen: Feb 02, 2020 08:37:43 am
	Email: n/a	IP Address: n/a

Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

not answered

Q5. Contact number


not answered

Q6. Position on the amendment: I do/do not support the amendment because...

I do support it because it will provide more jobs and recreation opportunities for local residents.

Q7. You may attach additional information if required:

not answered

	Respondent No: 3	Responded At: Feb 02, 2020 08:38:21 am
	Login: Anonymous	Last Seen: Feb 02, 2020 08:38:21 am
	Email: n/a	IP Address: n/a

Q1. Full name:



Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number

Q6. Position on the amendment: I do/do not support the amendment because...

I do support. My only concern is the dust and dirt that will occur, also the trucks running around for the dig out. We have no trucks streets and signs in Wheatland Crescent and a 3T limit on Mcclure road and trucks don't obey this now. Better sings are needed.

Q7. You may attach additional information if required: not answered

	Respondent No: 4	Responded At: Feb 02, 2020 08:42:22 am
	Login: Anonymous	Last Seen: Feb 02, 2020 08:42:22 am
	Email: n/a	IP Address: n/a

Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number


not answered

Q6. Position on the amendment: I do/do not support the amendment because...

I do support

Q7. You may attach additional information if required:

not answered

	Respondent No: 5	Responded At: Feb 02, 2020 09:11:09 am
	Login: Anonymous	Last Seen: Feb 02, 2020 09:11:09 am
	Email: n/a	IP Address: n/a

Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do support the amendment because this is the best thing to ever happen to Dingley Village and Kingston Council.

Q7. You may attach additional information if required: not answered

 **Respondent No:** 6
Login: Anonymous
Email: n/a

Responded At: Feb 02, 2020 09:48:42 am
Last Seen: Feb 02, 2020 09:48:42 am
IP Address: n/a

Q1. Full name:



Q2. Address:

Q3. Suburb:

Q4. Email address:

not answered

Q5. Contact number

not answered

Q6. Position on the amendment: I do/do not support the amendment because...

Support it

Q7. You may attach additional information if required:

not answered

	Respondent No: 7	Responded At: Feb 02, 2020 10:04:58 am
	Login: Anonymous	Last Seen: Feb 02, 2020 10:04:58 am
	Email: n/a	IP Address: n/a

- Q1. **Full name:**

- Q2. **Address:**


- Q3. **Suburb:**

- Q4. **Email address:**

- Q5. **Contact number**

- Q6. **Position on the amendment: I do/do not support the amendment because...**

- Q7. **You may attach additional information if required:**

	Respondent No: 8	Responded At: Feb 02, 2020 10:06:36 am
	Login: Anonymous	Last Seen: Feb 02, 2020 10:06:36 am
	Email: n/a	IP Address: n/a

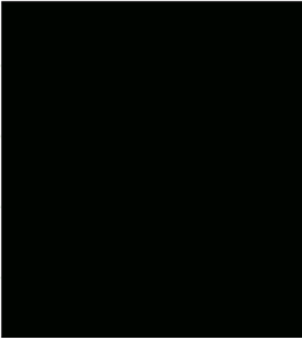
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I DO support the amendment as I feel it is a better use for the community

Q7. You may attach additional information if required: not answered

**Respondent No:** 9**Login:** Anonymous**Email:** n/a**Responded At:** Feb 02, 2020 16:22:17 pm**Last Seen:** Feb 02, 2020 16:22:17 pm**IP Address:** n/a**Q1. Full name:****Q2. Address:****Q3. Suburb:****Q4. Email address:**

not answered

Q5. Contact number


not answered

Q6. Position on the amendment: I do/do not support the amendment because...

I do - the area will be very fortunate to have a facility such as this, especially one owned and operated by a community-minded organisation.

Q7. You may attach additional information if required:

not answered

 **Respondent No:** 10
Login: Anonymous
Email: n/a

Responded At: Feb 02, 2020 17:46:34 pm
Last Seen: Feb 02, 2020 17:46:34 pm
IP Address: n/a

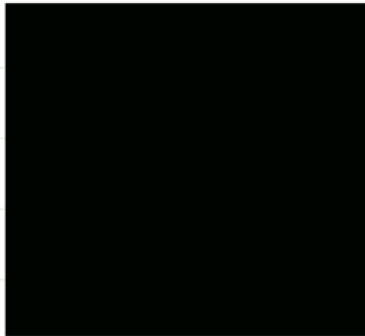
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do support the amendment as it is the development of unused land and the benefits of the club will return the community outweigh the negatives

Q7. You may attach additional information if required: not answered

	Respondent No: 11	Responded At: Feb 02, 2020 21:31:36 pm
	Login: Anonymous	Last Seen: Feb 02, 2020 21:31:36 pm
	Email: n/a	IP Address: n/a

Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do support the new plans as I think it will be fantastic for the area and a great use of the space.

Q7. You may attach additional information if required: not answered

	Respondent No: 12	Responded At: Feb 04, 2020 15:11:52 pm
	Login: Anonymous	Last Seen: Feb 04, 2020 15:11:52 pm
	Email: n/a	IP Address: n/a

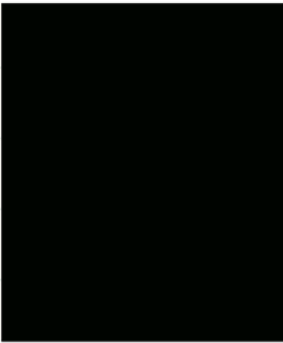
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

This submission seems to be commercial based and to provide rental income to the HFC to subsidise the building of the green areas. This is a green wedge zoned area and not zoned for commercial use.

Q7. You may attach additional information if required: not answered

	Respondent No: 13	Responded At: Feb 07, 2020 22:31:28 pm
	Login: [REDACTED]	Last Seen: Feb 07, 2020 10:07:56 am
	Email: [REDACTED]	IP Address: 203.212.140.171

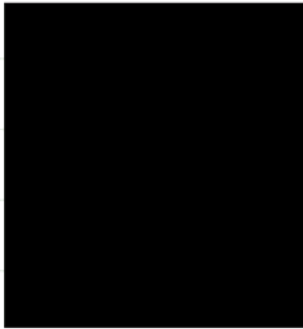
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

this facility will put more traffic on the Dingly By-pass, should encourage travel by bike particular when public transport is limited and not very frequent and in the future travel by bike will become the norm. A sporting & business complex of this size would require a least bike parking for 50 bikes, not reduce their bike parking. Times are changing, schools have excursions and the students & teachers are all on their bikes, only need one (1) class to visit this sporting complex & all the bike parking would be occupied. Hope that bike lanes are to be included right to the HFC Sporting Complex.

Q7. You may attach additional information if required: not answered

	Respondent No: 14	Responded At: Feb 13, 2020 11:09:24 am
	Login: Anonymous	Last Seen: Feb 13, 2020 11:09:24 am
	Email: n/a	IP Address: n/a

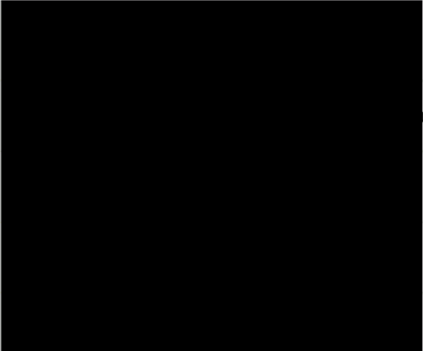
Q1. Full name:

Q2. Address:


Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do NOT support the amendment because: - No upgrades are planned for Tootal rd to cater for increased traffic. I have read the "Traffic Assessment Plans" document and it directly contravenes what was discussed on 18.05.2016 during Planning Committee meeting (ref page 143). HFC (Hawthorn Football Club) was required to enable potential widening and provision of a shared path to connect to principal bicycle network. That was in fact prerequisite for go-ahead with the project. - Tootal road is rural road and quite narrow. It regularly gets flooded during rain. There is no question that influx of 1.000 vehicles during sporting events will create major traffic jam as it has only one lane for travelling in each direction. It is dangerous turning right from Tootal rd into Jolimont Place. Many motorists heading south just drive straight over the painted lines which are supposed to form a Traffic Island for cars turning right. Painted line is no protection against oncoming traffic at all. Sporting events (and they plan a few of them each year with attendance of over 2.000 patrons!) will only make things worse. - Having hotel onsite with youths having nothing to do and roaming around may negatively affect crime situation in the area. <https://www.theage.com.au/national/victoria/walker-brother-jailed-for-terrible-bashing-but-term-cut-by-two-months-20200205-p53xyw.html> My suggestion for HFC would be that they give something to the community: - Widen Tootal road to 4 lanes; - Create footpath and bicycle path; - Scrap hotel plans; - Build modern gym onsite that would cater to the needs of general public; Best regards 

Q7. You may attach additional information if required: not answered

	Respondent No: 15	Responded At: Feb 14, 2020 12:07:14 pm
	Login: Anonymous	Last Seen: Feb 14, 2020 12:07:14 pm
	Email: n/a	IP Address: n/a

Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do support the amendment because any additional facilities will be of great benefit to the Dingley community. In addition to this I do wish that bicycle parking is not reduced and that the development is required to ensure that Tootal rd is upgraded in someway to accomadate increased traffic numbers.

Q7. You may attach additional information if required: not answered

	Respondent No: 16	Responded At: Feb 16, 2020 22:05:57 pm
	Login: Anonymous	Last Seen: Feb 16, 2020 22:05:57 pm
	Email: n/a	IP Address: n/a

Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do not support the proposal to provide residential accommodation for up to 30 persons - this is not my idea of appropriate "green wedge" development. I also think the commercialisation of the medical clinic to allow outside patients goes beyond the needs of a football club and would be detrimental to the medical services existing in the area

Q7. You may attach additional information if required: not answered

	Respondent No: 17	Responded At: Feb 17, 2020 11:09:41 am
	Login: Anonymous	Last Seen: Feb 17, 2020 11:09:41 am
	Email: n/a	IP Address: n/a

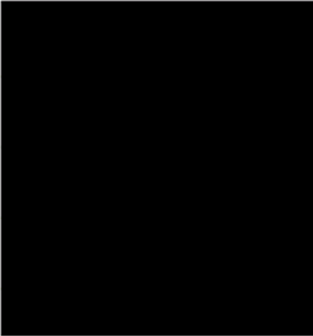
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

The increase in traffic in the area has not been considered or addressed. Tootal road needs to be widened to a minimum of 2 lanes with dedicated turning lanes to accommodate for the extra traffic that will be entering/exiting the facility and footpaths also should be installed. The increase in traffic in the area will make turning out of McClure Rd onto Tootal Rd more difficult and could lead to more accidents due to the increase in traffic volume.

Q7. You may attach additional information if required: not answered

Bianca Coughlan

From: [REDACTED]
Sent: Thursday, 20 February 2020 8:14 AM
To: StrategicPlanning
Subject: HPE CM: Kingswood Submissions - City of Kingston Website

Follow Up Flag: Follow up
Flag Status: Flagged

Record Number: 20/40182

Good morning,

I am writing to object to the proposed Amendment by the Hawthorn Football Club and the deletion of signage control and lack of upgrades on Tootal Road.

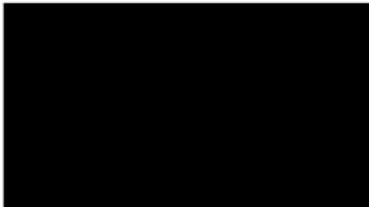
Tootal Road is already over used and congested during peak hour and again and in particular Saturdays. It is impossible to make a right hand turn from Mc Clure Road in the mornings and the evenings. The traffic is banked up from the round about at Centre Dandenong Road to almost Mc Clure Road every morning and evening Monday to Friday.


The proposed Amendment not to upgrade Tootal Road would only make traffic worse and has the very real potential to grid lock the Road from Centre Dandenong Road to the Westall Bypass.

Tootal Road should have proper drainage, a walking path - particularly if the Hawthorn Football Club is anticipating foot traffic and an entrance on Tootal Road, currently there is neither and pedestrian traffic is not protected from car traffic in anyway.

Tootal Road has the potential to be widened easing the burden of peak hour traffic and this should also be a consideration.

Regards,



 **Respondent No:** 18
Login: Anonymous
Email: n/a

Responded At: Feb 18, 2020 12:15:38 pm
Last Seen: Feb 18, 2020 12:15:38 pm
IP Address: n/a

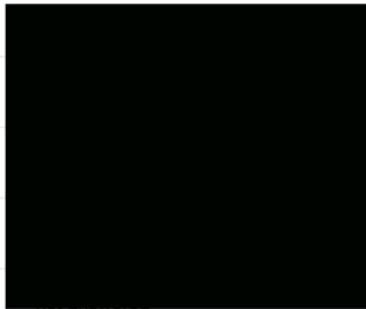
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I support it

Q7. You may attach additional information if required: not answered

	Respondent No: 19	Responded At: Feb 23, 2020 12:07:28 pm
	Login: Anonymous	Last Seen: Feb 23, 2020 12:07:28 pm
	Email: n/a	IP Address: n/a

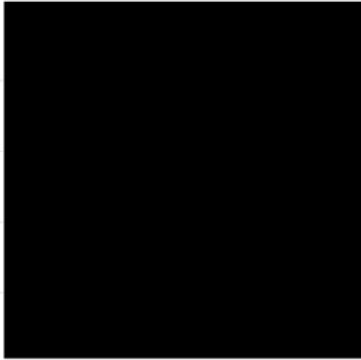
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do not support the amendment as it appear the infrastructure around the proposed development would not be upgraded to support it. i would propose to: a) widen Tootal Road to 4 lane with upgraded drainage to ease traffic and prevent flooding; b) construct foot path and bicycle path along Tootal Road to support pedestrian movement c) remove the planned hotel development as this may negatively impact the local community by increasing the potential of local crime d) construct a modern gymnasium (and additional amenities) within the development for use by the general community

Q7. You may attach additional information if required: not answered

	Respondent No: 20	Responded At: Feb 23, 2020 12:27:16 pm
	Login: Anonymous	Last Seen: Feb 23, 2020 12:27:16 pm
	Email: n/a	IP Address: n/a

Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:


Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

WE REQUEST FOR THE COUNCIL TO UPGRADE THE TOOTAL ROAD TO CATER FOR THE INCREASED TRAFFIC WHICH BASED ON HAWTHORN FOOTBALL CLUB'S NEW APPLICATION FOR PERMIT WILL CAUSE AN ALREADY HEAVILY CONGESTED ROAD TO BE UNDRIVABLE. AS A RESIDENT WHILE WE WELCOME THE HAWTHORN FOOTBALL CLUB BUT WITH THE NEW APPLICATION THERE IS INCREASE IN CAR PARKING, ADDITIONAL ENTRY SITE, A NEW HOTEL, MEDICAL FACILITIES, ETC. IT IS EXPECTED DURING THEIR EVENT IT WILL ATTRACT OVER 2000 PEOPLE. SIMPLY PUT TOOTAL ROAD IN ITS CURRENT FORM WILL NOT COPE WITH THIS AND AS A LOCAL RESIDENT IT WILL CREATE SIGNIFICANT DANGER SHOULD WE NEED TO LEAVE THE AREA IN CASE OF EMERGENCY.

Q7. You may attach additional information if required: not answered

	Respondent No: 21	Responded At: Feb 26, 2020 09:26:50 am
	Login: Anonymous	Last Seen: Feb 26, 2020 09:26:50 am
	Email: n/a	IP Address: n/a

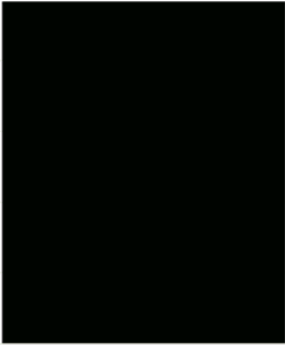
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do support the amendment. However, our family think there should be some more plan to expend the Tootal Road, as it is such a narrow rd and it will get more and more flooded when the Hawthorn FC is built. Thank you for the consideration.

Q7. You may attach additional information if required: not answered

Bianca Coughlan

From: [REDACTED]
Sent: [REDACTED]
To: StrategicPlanning
Subject: HAWTHORN FC SUBMISSION KP2019-359 - 94 Tootal Rd

28/2/2020

RE: Hawthorn Football Club: Proposed Planning Scheme Amendment C180 and Planning Permit Application KP2019-359 – 94 Tootal Road, Dingley Village .

Please note as a resident in the area of many years in my opinion it would be a massive benefit to our community should the following points be given consideration in the light of the above Planning Permit App # KP 2019- 359 .

Specifically :

- 1: Increase to 3 or 4 lanes , Tootal Road ,with traffic lights to control traffic as it is currently too narrow for the volume of traffic including peak times and the volume of heavy vehicles using this passageway damaging the road edges on a road not designed for such heavy traffic flows.
- 2: Supply footpaths and a bicycle path to cater for current residents , bicycle clubs , retiree cycle groups , etc and for any future development at Kingswood Golf Course should that ever be a successfully approved development .
- 3: Build perhaps in conjunction with the Kingston Council a replacement pool / spa / steam / gym complex to replace the current Parkdale facility in Warren Rd, given the facility could then be rented at limited/ special times to the Hawthorn FC for its players.
- 4: Should the point 3 above be accepted , then consider increasing the car parking & bicycle spaces to cater for the increase in patronage . This would reduce the pressure placed on Waves facility appearing to be already at stretching point with Warren Rd facility shut.
- 5: Discontinue with the planning to build a hotel on site as Dingley Village has historically prided itself as an area not having licenced premises other than Dingley International Hotel .

Thank you
Reg Williams



Our Ref: 50100331

2 March 2020

Bianca Couglan
Kingston City Council
PO BOX 1000
MENTONE VIC 3192

Dear Bianca

RE: Planning Scheme Amendment C180 and Planning Permit Application KP2019-359
Address: 94 Tootal Road, Dingley Village

Thank you for your correspondence in relation to the above planning scheme amendment and planning permit application, received by Environment Protection Authority (EPA) on 30 January 2020.

Following a review of the supplied documentation, it is apparent that this matter is complex and requires additional assessment.

EPA will provide further comments once a thorough technical assessment of the documents has been undertaken (by EPA).

If further information is required in relation to the above, please do not hesitate to contact our Planning Team Lead (Western Region), on 1300 EPA VIC (1300 372 842).


Yours sincerely

A handwritten signature in black ink that reads 'Rund Gorgis'.

Rund Gorgis
Planning Team Lead (Western Region)
Major Projects and Planning
EPA Victoria

Environment Protection Authority Victoria
Level 3, 14 Mason Street, Dandenong VIC 3175 DX211566
1300 372 842 (1300 EPA VIC) www.epa.vic.gov.au



	Respondent No: 22	Responded At: Mar 02, 2020 11:10:58 am
	Login: Anonymous	Last Seen: Mar 02, 2020 11:10:58 am
	Email: n/a	IP Address: n/a

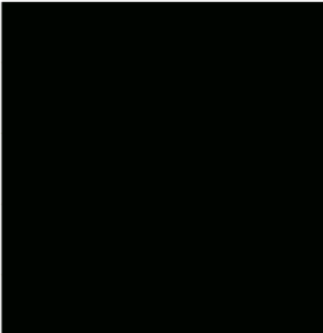
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do not support this amendment. My proposal/suggestion as a resident of Jolimont Place that is adjacent to the proposed Hawthorn football club are as follows: * Widen Tootal road to serve increased traffic, and eliminate possible traffic jams during events that are being held at Hawthorn Football club. Tootal road is already quite busy especially during peak hour traffic. I personally do not believe it can handle any more traffic as it currently sits. More lanes are definently required. Also turning right into Jolimont place is currently very dangerous as many motorists heading south on Tootal rd drive straight over the painted lines which are supposed to form a traffic island for vehicles turning right onto Jolimont place. This is something that should definitely be looked at! *Create a footpath on Tootal rd. * Tootal rd should be given a proper drainage system as the road floods when we get rain. I have attached a picture. *Plans for a hotel are not supported by the residents. This is in fear of youth related crime in the area.

Q7. You may attach additional information if required:

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/a5ebceb8506f65520e3bdf044f0b3fb2f98a127a/file_answers/files/042/096/314/original/tootal_rd_2.jpg?1583107850

From: [REDACTED]
To: [StrategicPlanning](#)
Subject: HFC new application for a permit
Date: Tuesday, 3 March 2020 3:11:18 PM

Strategic Planning
City of Kingston

I have been informed that currently there are NO plans to widen Tootal Road to accomodate the extra daily traffic congestion that the Hawthorn Football Club will bring to Tootal Road and the Dingley area!!

Therefore, I do NOT agree with Hawthorn Football Club's proposal until whoever is responsible for the upgrade of Tootal Road comes to their senses and realises that the widening of this road is ESSENTIAL BEFORE Hawthorn moves in.

Currently, during the day, and early evening, due to the Dingley By-pass, whenever I try to exit McClure Road via Tootal Road in either direction, there is a constant stream of traffic which makes exiting take much longer than necessary.

I can only imagine what Tootal Road will be like at the end of 2021, once the Mordialloc By-pass is finished, without this essential widening!!

My Husband, myself and other Dingley Village residents believe that widening Tootal Road would make traffic flow much better and create some gaps to enable a quicker, and safer, exit from McClure Road.

Regards

[REDACTED]

From: [REDACTED]
To: [StrategicPlanning](#)
Subject: Hawthorn Football Club
Date: Wednesday, 4 March 2020 11:55:42 AM

Good morning

After reviewing the proposal documents I believe there are areas for improvement and modifications.

1. With increased traffic onto Tootal Road there appears no plans for improvements to the road. Since the opening of the bypass road, traffic has increased enormously and will do so even more with the Club being present. The road is already subject to flooding. There does not appear to be any proposal for improvement here. There is also a need for a footpath on the Club's side of Tootal Road.


2. The gym that is proposed appears to be only for use by the club's players. The community should have access to this facility. It's openness to the community will improve facilities for the residents of Dingley Village.

3. There is adequate hotel accommodation already close-by for short stay in the presence of Waltzing Matilda and Dingley International Hotels. Having another hotel increases availability of liquor in the area. This could lead to increased crime.

I ask that the Council takes into account my concerns.

Regards

[REDACTED]

	Respondent No: 23	Responded At: Mar 03, 2020 13:35:47 pm
	Login: Anonymous	Last Seen: Mar 03, 2020 13:35:47 pm
	Email: n/a	IP Address: n/a

Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

I do not support the amendment because:- 1) Tootal Road becomes backed up from the Centre Dandenong Road roundabout to as far as Wyndarra Crescent in peak times now. Any additional traffic would cause increased problems unless Tootal Road was widened to a four lane road. 2) Footpaths and bicycle paths need to be built on Tootal Road. 3) A hotel in this location will only encourage alcoholic consumption with all its associated antisocial behaviour in this currently quiet residential area.


Q7. You may attach additional information if required: not answered

**Respondent No:** 24**Login:** Anonymous**Email:** n/a**Responded At:** Mar 04, 2020 15:06:43 pm**Last Seen:** Mar 04, 2020 15:06:43 pm**IP Address:** n/a**Q1. Full name:****Q2. Address:****Q3. Suburb:****Q4. Email address:****Q5. Contact number****Q6. Position on the amendment: I do/do not support the amendment because...**

94 Tootal Road, Dingley Village. We do not support the amendment because, Our home backs onto Tootal Rd and with the completion of the Dingley Village bypass the traffic has increased dramatically. Our exit on to Tootal Rd is via Mc Clure Rd or Wyndarra Cres and at times this is a problem. Therefore Tootal Rd needs up grading and widening . It floods when it rains. Our other concern is the building of a hotel on this site .This would mean a big increase in traffic and noise. Noelene and Doug O'Bree

Q7. You may attach additional information if required:

not answered

	Respondent No: 25	Responded At: Mar 05, 2020 13:57:42 pm
	Login: Anonymous	Last Seen: Mar 05, 2020 13:57:42 pm
	Email: n/a	IP Address: n/a

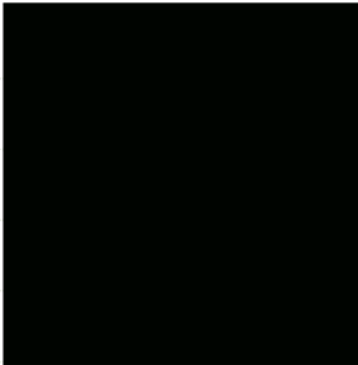
Q1. Full name:

Q2. Address:

Q3. Suburb:

Q4. Email address:

Q5. Contact number



Q6. Position on the amendment: I do/do not support the amendment because...

The proponent is mindful of the submissions received and would seek to work with any objectors to have their objection withdrawn The proponent reserves the right to be heard by the panel

Q7. You may attach additional information if required: not answered



Hon Richard Wynne MP

Minister for Planning
Minister for Housing
Minister for Multicultural Affairs

8 Nicholson Street
East Melbourne, Victoria 3002
Telephone: 03 8683 0964
DX210098

Cr Georgina Oxley
Mayor
Kingston City Council
PO Box 1000
MENTONE VIC 3194

Ref: MBR040977



Dear Mayor

**PROPOSED KINGSTON PLANNING SCHEME AMENDMENT C180
HAWTHORN FOOTBALL CLUB TRAINING AND ADMINISTRATIVE CENTRE**

I refer to your council's request for authorisation to prepare Kingston Planning Scheme Amendment C180. The amendment proposes to facilitate the development of the Hawthorn Football Club Training and Administrative Centre at 94 Tootal Road, Dingley Village, by introducing a new incorporated document titled 'Hawthorn Football Club: Function Centre, Indoor Recreation Facility, Medical Centre and Signage Controls, Tootal Road, Dingley Village' (July 2019) and making other associated changes to the Kingston Planning Scheme.

The combined planning permit KP-2019/359, under section 96(a) of the *Planning and Environment Act 1987*, allows for the use and development of the land for minor sport and recreation facility, function centre, indoor recreation facility, medical centre, recreation building and reduction of bicycle parking.

In accordance with section 8A of the Act, I authorise your council as planning authority to prepare the amendment subject to the following conditions:

- a. The proposed town planning plans for endorsement under the planning permit include a café of 153 square metres, retail store of 146 square metres and interactive museum of 218 square metres. These uses are not considered ancillary to the use of an indoor recreation facility. The proposed incorporated document and planning permit must be amended to allow for these uses on the land.
- b. The proposed town planning plans for endorsement under the planning permit include four billboard signs along Tootal Road, however, the planning permit does not allow for signs. Please amend the permit and amendment documents to include the development of signs or remove the billboards from the endorsed plans.
- c. Remove Condition 3 from the proposed planning permit as the permit does not allow for subdivision, and amend the permit to ensure the formatting and numbering of conditions are correct.
- d. An increase to the currently proposed bicycle parking on the site must be provided. The statutory requirement under the Kingston Planning Scheme is 211 spaces; the provision of 24 spaces is a significant reduction and is considered inappropriate for this area.
- e. Ensure the date in the title of the proposed incorporated document is consistent across all amendment documents.
- f. Update the explanatory report to ensure it is clear on what the amendment does and provide more detail on how the amendment supports the Planning Policy Framework.
- g. Update the proposed incorporated document to ensure correct clauses are referred to and correct language is used.



- h. Provide written reasons for the partial waiver of the planning application fee, as required by section 21 of the *Planning and Environment (Fees) Regulations 2016*.

DELWP officers have prepared marked up versions of the planning permit, incorporated document and explanatory report to assist with these conditions, which will be sent to council officers via email.

The amendment must be submitted to me for approval.

The authorisation to prepare the amendment is not an indication of whether or not the amendment will ultimately be supported.

DELWP is currently undertaking the Green Wedge and Strategic Agricultural Land review. The project responds to a key Victorian Government election commitment to permanently protect green wedge areas against overdevelopment through tightened statutory planning controls. The outcomes of the review will be considered where relevant as part of the assessment of the amendment if it is adopted by the council and submitted for approval.

Please note that [Ministerial Direction No. 15](#) sets times for completing steps in the planning scheme amendment process. This includes the council

- giving notice of the amendment within 40 business days of receiving authorisation; and
- before notice of the amendment is given, setting Directions Hearing and panel hearing dates with the agreement of Planning Panels Victoria. These dates should be included in the explanatory report ([Practice Note 77: Pre-setting panel hearing dates](#) provides information about this step).

The Ministerial Direction also sets out times for subsequent steps of the process following exhibition of the amendment.

The Minister may grant an exemption from requirements of this Direction. Each exemption request will be considered on its merits. Circumstances in which an exemption may be appropriate are outlined in [Advisory Note 48: Ministerial Direction No.15 – the planning scheme amendment process](#).

In accordance with sections 17(3) and (4) of the Act, the amendment must be submitted to me **at least 10 business days** before the council first gives notice of the amendment.

Please submit the amendment electronically using the Amendment Tracking System (ATS).

If you have any queries, please contact Jane Homewood, Executive Director, Statutory Planning Services, DELWP, on (03) 8683 0975, or email jane.homewood@delwp.vic.gov.au.

Yours sincerely



HON RICHARD WYNNE MP
Minister for Planning

12 11 19

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.3

FINANCIAL SUPPORT OPTIONS FOR TRADERS IMPACTED BY MAJOR CONSTRUCTION WORKS

Contact Officer: Tania Asper, Manager City Economy and Innovation
Caroline Reidy, Manager Finance and Corporate Performance

Purpose of Report

The purpose of this report is to provide a detailed response to the Urgent Business item from the Ordinary Council meeting on 28 January 2020 to consider options for financial support and/or assistance to traders affected by major construction works in Cheltenham and Mentone.

This report has not considered the early consequences of the novel coronavirus (Covid-19) however it is very likely to lead to other relevant considerations regarding other opportunities to support the small business community more broadly.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Notes the support already provided by Council to traders affected by construction disruption.
2. Supports the recommended initiatives including:
 - a. Provide an extension of time for impacted business rate payers to pay Rates and Health/Food Premises Registration on a case-by-case basis.
 - b. Extend the time for Footpath Activities Permits at no cost for the equivalent of two financial years.
 - c. Boost marketing and promotion of impacted centres through a coordinated campaign.

1. Executive Summary

This report responds to the Urgent Business item at the Ordinary Council meeting on 28 January 2020 where officers were asked to investigate what financial support and assistance could Council offer traders who could demonstrate a clear economic and financial impact and hardship from major construction disruption. Suggested options requested included a percentage of rate relief for the next two years and a community business grant.

The Kingston Business Directions team offers broad support to businesses, as well as targeted intervention for those impacted by major construction disruption. The Retail Liaison Officer is a dedicated resource to centres affected by level crossing removal works. Early assistance was offered to Cheltenham and Mentone traders in mid-2019 to help prepare them for the upcoming disruption by way of a business coach who provided practical suggestions for businesses, as well construction disruption guidelines. Other assistance has been made freely available to traders through the Small Business Bus, expertise from Small Business Victoria, access to the Small Business Commissioner and regular updates on all planned works. This support will continue to be provided to traders.

Widespread support to impacted traders is also provided by LXP through respite vouchers, shopping local competitions, three free sessions with the Small Business Mentoring Service for each business, surprise and delight and coffee morning at stations and broad circulation of newsletters profiling local traders. LXP have also organised activation events to promote that centres are still open for business.

Research by officers confirmed that no other council that has been impacted by major construction disruption (such as level crossing removal works) has offered any form of rate reduction or waiver. This includes Whitehorse, Hume, Glen Eira, Banyule, Maroondah, and Darebin Councils. There is nothing to suggest that Kingston Council should change this precedent to offer a rate reduction or waiver. However, following the example of Glen Eira Council, officers are recommending that impacted traders could apply for an extension of time with no late fees for both for health and food premises registration renewals. Council is also asked to note that Officers can continue to provide rate relief by way of additional time to pay their rates, without financial penalty.

Currently Kingston does not have a Business Grant Program. The Community Grants Program is for not-for-profit organisations with committees of management. Impacted traders would therefore not qualify for a community grant and a new stream would need to be established. Substantial resources would be required to establish and manage a new Business Grant Program. Given the amount of time needed to create a new grant program, and with significant centre shut-down work periods imminent, officers do not recommend pursuing a Business Grant Program. Resources would be better spent on boosting marketing and promotion to affected centres, encouraging local residents to continue visiting their local shops and cafes.

2. Background

At the Ordinary Council meeting on 28 January 2020, the following Urgent Business item was carried by Council:

Due to the recent disruption to the local businesses in Cheltenham and Mentone as a result of road works and road closures including recent and planned future level crossing removal works, officers provide a report that investigates possible avenues for providing financial support/assistance to those local businesses who apply, and can demonstrate a clear economic and financial impact and hardship. Possible options to include a percentage of rate relieve for the next two years, a community business grant from our Community grant pool, or other alternatives.

Significant disruption has and is occurring within key activity centres in Kingston owing to State government infrastructure projects such as level crossing removals and Mordialloc Freeway.

Level crossing removal works are already underway in Carrum, Cheltenham and Mentone; with planned works in Chelsea, Edithvale and Bonbeach. All of these locations have businesses located within the work zones that may be variously impacted by the major construction works. Therefore, this report looks at financial support and/or assistance that could be applied to all of these centres.

It is important to acknowledge that not all businesses will be adversely impacted by major construction works. Food and drink premises may benefit greatly from the large number of construction workers on 24 hour shifts that are based in or near the centre.

The number of businesses in each centre varies, as well as the range of business types. This means that the likely impact (positive and negative) will be different in each centre. Estimated business numbers in each centre:

- Cheltenham – 150
- Mentone – 112
- Carrum – 29
- Chelsea – 110
- Edithvale – 50
- Bonbeach – 10

3. Discussion

3.1 Council Plan Alignment

Goal 4 - Our free-moving safe, prosperous and dynamic city

Direction 4.1 - Vibrant shopping centres and employment precincts

It is easier to maintain vibrant shopping centres with established businesses rather than attracting new businesses to set up. It is therefore important that existing businesses are supported, where appropriate, to ensure the continued success of centres being places of community gathering and vibrancy.

3.2 Consultation/Internal Review

Key internal stakeholders include:

- Revenue and Collections - rates
- Environmental Health – food (eg. cafes, restaurants) and health (eg. beauty, hairdressers) premises registration and footpath trading
- Business Directions – trader liaison, business events and workshops
- Community Development – community grant program

Issues relating to the involvement of each of the above internal stakeholders are outlined in the below “issues” section.

Consultation with councils who have already worked through level crossing removals was undertaken to clarify what level, if any, of financial assistance and/or support was provided. No council has offered rate relief to affected businesses/landowners. However, one council offered no late fees and an extension of time for payment of rates for those who requested it. This option is discussed further in Section 3.3.1 below.

Some councils have offered bespoke programs to support businesses/landowners affected by major construction works. For example, Wodonga City Council, in conjunction with VicRoads and Places Victoria, undertook major construction works in the city centre including a major renewal of the main shopping street and the following initiatives were offered to affected businesses/landlords:

- Council supported a 'shopfront improvement and access' grant of up to \$3,000 (matched \$1 for \$1 funding) for aesthetic shopfront improvements of better access into stores for people with disabilities, aged, mothers with prams etc. A total of \$150,000 was set aside for the program but only 18 grants were issued at a total contribution of \$40,000.
- Businesses in Council-owned buildings within the construction zone were offered rent relief by having the affected business prove their revenue loss based on the same time period of the previous year. The fully auditable process to offer rent relief had mixed results in regards to other landlords following suit – some did and some didn't.

Consultation with LXP confirmed that they are actively supporting traders in affected centres. A summary of activities already undertaken by LXP include:

- Trader surveys offered to all businesses inviting them to highlight their business' needs and how they would like LXP to communicate with them.
- Three free sessions with the Small Business Mentoring Service (SBMS) offered, as well as invitations to several group workshops. LXP advise that 24 Cheltenham and Mentone businesses have taken up this offer.
- Trader newsletter hand delivered and emailed to traders.
- Trader profiles in community updates, - periodically
- LXP has used local suppliers and supported traders:
 - Respite vouchers
 - Shopping local competitions
 - Surprise and delight and coffee morning at stations
 - In house functions/meetings
- Info Hub in Mentone.
- Traders Reference Group meetings every 2 months.
- Golden Ticket shopping local competition for Chelt/Mentone (Feb/Mar 2020).
- Monthly (roughly) events to bring people to the precinct eg. Mentone garden party & Cheltenham Street Festival.

Future activities include:

- Trialling new application that gives traders more timely notifications about works (to be launched in July).
- Renewed attempt to attract traders to Small Business Mentoring Service program .
- More shopping local competitions.
- Trader vouchers used to thank commuters for their patience during station closure (at various times).
- Continue to purchase/spend at local traders for giveaways and competitions.

3.3 Operation and Strategic Issues

3.3.1 Waiving or Percentage Reduction Rates

The waiving of rates is the most common request from businesses in affected work zones. There is no precedent for councils offering rate relief, particularly where the impact is being caused by other agencies.

Councils affected by major construction projects have all confirmed that no rate reductions were offered during periods of major construction disruption. This included Whitehorse, Hume, Glen Eira, Banyule, Maroondah and Darebin Councils.

The reasons why waiving rates is not supported across the sector can be summarised below:

- Significant notice is given prior to works occurring.
- Access for pedestrians and deliveries to businesses can be adequately managed.
- Not all construction works are instigated by council.
- Council cannot monitor that the rate relief has been passed on to the affected business, as rates are issued to the landlord and not the tenant. Council has no control over what the landlord would then pass on.
- Businesses have the ability to carry forward taxable losses from one financial year to the next.
- Onus of proof for business hardship caused specifically by the major construction works. On occasion businesses are already struggling owing to a wide variety of reasons, not solely attributable to major construction works.
- Rates are collected and are then allocated to over 100 municipal services, all of which have been in full operation during the works.
- There is no key point of difference in Kingston that would justify supporting a rates waiver or percentage reduction. Council has already undertaken a number of initiatives to help prepare traders for disruption from construction, and additional activities are planned. This is outlined further in Section 3.3.3 below.

3.3.2 Extension of time and no late fees

Three years ago Glen Eira Council offered local businesses an extension of time with no late fees for payment of rates for any trader who requested assistance. The offer was a 12-month interest free payment plan. The offer was not advertised and was available at the request of any traders who complained about the disruption from construction. Only a handful of local businesses took up the offer.

Generally, Kingston Council charges interest at 10% per annum for overdue rates. Council could offer a similar initiative as Glen Eira Council on a case-by-case basis, and make local businesses who apply exempt from the 10% interest charge and fees for late rate payments under the No Late Free program*. (**for a predetermined period of time, based on LXP work timetables*). Upon contact with the Rates team, trader rate payers could be offered the ability to pay rates over a longer period of time. For example, Cheltenham, Mentone and Carrum trader rate payers could apply to extend their payments and pay in full by 30 June 2021 without accruing interest. However, any unpaid rates after this date would attract interest and the usual recovery arrangement would apply. Any

trader rate payer with accounts already in arrears would not be eligible for this arrangement.

Note these arrangements can only be agreed with the property owner and not the tenant.

The extension of time and no late fees arrangement could also be offered to health and food premise registration renewals. This would be assessed on a case-by-case basis upon application by the permit holder.

Owing to the direct impact to traders for level crossing removal works in Carrum, footpath activity permit renewal fees were waived for permit holders in 2019/20.

3.3.3 Business Support

The Kingston Business Directions team offers broad support to businesses, as well as targeted intervention for those impacted by major construction works. The Retail Liaison Officer is a dedicated officer resource to centres affected by level crossing removal works and is the primary contact for businesses in the work zones. This role acts as a conduit between Council, traders and LXRP and is both proactive and reactive in nature. The Retail Liaison Officer works closely with LXRP to ensure that efforts are not duplicated and value-add opportunities are capitalised for each other's activities.

Early assistance was offered to Cheltenham and Mentone businesses to encourage them to start thinking about the known disruption from level crossing removal works. Two workshops were held in Cheltenham and Mentone in mid-2019, which comprised presentations from LXRP and a Business Coach. The Business Coach offered practical suggestions for businesses to start thinking about to help manage the impact from construction disruption. Further workshops are planned for Chelsea, Edithvale and Bonbeach now that works have been confirmed in those centres.

Other assistance that is available to businesses to help them proactively manage disruption include:

- Major construction disruption guidelines and key information sheets.
- Victorian Government Small Business Bus that is variously located in the centres – Small Business Victoria mentoring and strategic business advice that is available at no cost for the first session.
- Where it is Council-led construction, weekly updates on progress and upcoming planned works.
- Kingston-Glen Eira Business Mentoring Program where business owners are matched to a suitable mentor. There is no cost to participate in this formal program.

The Retail Liaison Officer and Business Directions team is also undertaking the following activities to encourage visitation to affected centres.

- Incentive program to shop local in Cheltenham. Open to APT and Council employees only, participating staff complete an entry form taken from a shop that they have purchased something from to go into the draw for a weekly cash prize that can only be spent in Cheltenham. A dedicated Facebook page (Cheltenham3189) also promotes local specials and offers. Following a review of this initiative, it is likely that a similar incentivised program will be rolled out to other centres and possibly external employers.

- A parking location map has been produced for Cheltenham to identify parking alternatives within a 10-12 minute walk from the centre. The purpose of this map is to keep prime centre-based parking options for customers not employees. Maps have been distributed to APT/Council staff, as well as all businesses in Cheltenham.
- Promotion of local businesses through print and social media with the branding "Support Your Suburb".
- Leveraging exposure of the "Support Your Suburb" message through key influencers such as sporting clubs and community groups.
- Offering flexible solutions to footpath activity trading where footpaths are impacted by construction works.

Future activities are also planned to bring customers into the centres and support traders with their own initiatives. This includes busking/music program in Cheltenham and Mentone, shopper directories, shopper vouchers and visual messaging boards.

We are also working closely with LXP and will value-add to their activities to support traders as appropriate.

3.3.4 Community Grant Program

Council's Community Grant Program is designed to support not-for-profit organisations to seek funding assistance from Council for initiatives that strengthen community participation, development and inclusion. Businesses looking for financial support or assistance would not be eligible for this grant program. Therefore, a bespoke grant program for businesses would need to be established with an associated funding stream.

The process to set up a new grant program is cumbersome as it requires new policy to ensure robust decision making, guidelines, validation criteria for applications, acquittal obligations and coordination of the program itself. An effective Business Grant Program would require consultation with businesses to determine the nature of the grants to be offered. This could include cooperative marketing and advertising; aesthetic shopfront improvements to premises; or subsidising the discounts offered by businesses. Clear outcomes from the grant program would need to be established upfront.

Officers do not recommend setting up a new Business Grant Program owing the complexities associated with this, as well as the time needed. A Business Grant Program would be singular in focus and would likely require a matched financial contribution from businesses. The uptake from businesses is unlikely to be high, which would not correlate to the effort taken to set up the new grant program.

Having regard to this, the resources (financial and officer time) would be better spent delivering increased marketing and promotion to the affected centres. Working collaboratively with LXP, a heightened marketing and promotion campaign would ensure that businesses benefit from continued customer visitation during peak shut-down periods, as well as preparing for the rebuilding of visitation once the works are completed.

3.4 Recommendations

Considered on a case-by-case basis, it is recommended that Council supports a no late fee and extended period of time to pay to rates and health and food premise registration renewals. An online application form could be developed to make it easier

for businesses to apply. Trader rate payers who are already in arrears with prior years' rates would not be eligible for this support program.

It is also recommended that Council supports the extension of time for Footpath Activity Permits to the equivalent of two rating periods for businesses in impacted centres. This offer would be triggered to those permit holders in centres where major construction disruption has commenced. This effectively means that all businesses with trader activity permits will not pay their renewal fee at the end of the year and get an additional 12 months at no charge.

Having regard to the cumbersome nature of setting up a new grant program, officers do not recommend establishing a Business Grant Program. Instead, Council should support a heightened marketing and promotion campaign for the affected centres in the lead up to and during major construction periods, as well as post the works.

To increase awareness of the available assistance and support offered by Council, officers will contact both property owners and businesses within affected centres, including those where construction disruption is yet to commence. Where appropriate, the Retail Liaison Officer will discuss the available assistance directly with businesses. Targeted correspondence with property owners will increase awareness of construction disruption on their business tenants.

4. Conclusion

4.1 Environmental Implications

The continued viability and diversity of existing businesses provides surrounding residents with the opportunity to walk to their local shopping centre. A vibrant local shopping strip has the potential to attract other businesses to the centre, which in turn offers multi-purpose trips and destinations. Any support that Council can offer existing businesses to remain operational will have a positive flow on effect.

4.2 Social Implications

The health and wellbeing of the Kingston community is integrally linked with residents feeling connected to their local community. Local shopping centres play an important part of community life and the success of traders in those centres rely on their local residents as customers. It is easier to maintain an existing business than attract and start up a new one. Therefore, any support that Council can offer existing businesses to remain operational will benefit the broader Kingston community.

4.3 Resource Implications

Any decision to reduce or waive fees has a direct financial cost to the organisation, which then has a flow on effect to the delivery of services. The recommended option to extend payment terms and waive late fees provides support to traders without compromising the level of service that Council is able to provide.

The recommendation to extend footpath activities permits for 12 months at no cost to the trader will have a significant impact to income. Based on the current permit holders, there will be a direct cost to Council of the following to extend the footpath activity permits:

- Cheltenham - \$19,500
- Mentone - \$23,000
- Chelsea - \$19,000
- Edithvale - \$7,000

As mentioned earlier, renewal fees have already been waived for Carrum permit holders in 2019/20.

Funding will be required for the marketing and promotion campaign to be rolled out across all the impacted centres. It is recommended that an allocation of \$60,000 from the LXP trader activities grant be accessed for this campaign and apportioned across the impacted centres of Cheltenham, Mentone, Chelsea, Edithavale, Bonbeach and Carrum.

4.4 Legal / Risk Implications

The recommended options of support that Council can offer businesses impacted by major construction disruption may do little to address the hardships small business, particularly those in the retail sector, are facing. Many businesses are already struggling and it is difficult to pinpoint the major construction disruption as the primary cause for financial hardship. There is a risk that the support offered by Council has no bearing on the business and its closure is inevitable.

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Paul Franklin, General Manager Corporate Services

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.4

RESPONSE TO CLIMATE AND ECOLOGICAL EMERGENCY DECLARATION

Contact Officer: Emily Boucher, Team Leader Environmental Planning

Purpose of Report

This report outlines Councils response to the Notice of Motion No. 2/2020 - Declaring a Climate and Ecological Emergency.

This report has not considered the early consequences of the novel coronavirus (Covid-19) however it is very likely to lead to relevant considerations regarding Councils education programs and ability to secure the required resources to support the recommendations in the short term.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That:

1. Council note the existing Our Place Community Workshops and the collaborative approach taken by Council Environmental Education Officer to raise awareness and inspire emissions reductions and environmental resilience amongst our community.
2. Council's Investment Policy be reviewed and presented to Council in line with requirements of the Local Government Bill which is before Parliament.
3. Council note the allocation of \$100,000 to the Environmental Planning Team's 2020/2021 budget to fund a consultant to further investigate vegetation management and expansion opportunities, the results of which will feed into the development of an Urban Forest Strategy.
4. A further workshop will be undertaken with Councillors to further explore and scope how Council might respond to point eight of the Notice of Motion regarding 3:1 native vegetation replacement
5. Council note the establishment of a 1.0 EFT role for three years to oversee the development and delivery of a Climate and Ecological Emergency Response Plan and Urban Forest Strategy.
6. Council approve the attached letter calling for a Climate and Ecological Emergency declaration to be sent to Federal and State Government Ministers.

1. Executive Summary

The declaration of a Climate and Ecological Emergency calls for immediate action to initiate a society wide mobilisation at sufficient scale and size to protect civilisation and to restore a safe climate. However this must be balanced with the need to respond in a considered way, with prioritised actions and necessary budget and resource allocations.

In response to the City of Kingston declaration on 28 January 2020 this report responds to the 12 points of the Notice of Motion. The first five points were for noting and were in effect endorsed by Council in making the resolution. A summary of the proposed response the balance of actions in the NOM is provided below:

- Point six states *“Undertakes to work with our diverse multicultural communities to raise awareness of climate change, and understands to support community action to mitigate greenhouse gas emissions and build environmental resilience”*. Councils Environmental Education Officer currently provides a series of workshops on sustainability and environmental topics, as well as influencing workshops and information provided by Council Departments. As a result of this Notice of Motion this work will be expanded and tailored presentations made to multicultural community groups throughout Kingston. Council officers have already commenced engagement with existing Environmental Community Groups and stakeholders.
- Point seven asks that Council *“Investigates the financial viability of divestment within council financing, with the aim of moving away from financial institutions which fund the fossil fuel industry.”* It is proposed that this be considered as part of the review of the Council Investment Policy to be presented to Council in line with requirements of the Local Government Bill which is before Parliament.
- Point eight states *“Ensure there is a Net Gain of trees and of native vegetation in Kingston by ensuring that every tree that is removed is replaced by at least three trees, that other native vegetation that is removed is replaced twofold as close as possible to where it has been removed from, with the costs borne by whatever developer or infrastructure authority has required the removal.”* Little scope exists to tailor at a local level vegetation controls for utilities and agencies given established Statewide legislative and planning requirements apply. The potential to further expand Councils own plantings needs to be further investigated.

Council has made a number of changes to the Community Local Law and administration of the Planning Scheme in the last few years which is likely to have a positive impact on vegetation management on private land. Consultant investigations also need to compare local laws versus planning mechanism for the most effective process for retaining and replacing vegetation, which will inform future changes and the eventual development of an Urban Forest Strategy. A workshop will be undertaken with Councillors to scope and explore how Council might respond to this point.

In order to develop and deliver a Climate and Ecological Emergency Response Plan a three-year, Band 7 position at 1 EFT would need to be established within the Environmental Planning Team. The development of this Response Plan will require additional consultant budget of \$100,000 which will predominantly be spent on vegetation management mapping and process opportunities to inform the development of an Urban Forest Strategy.

2. Background

In response to an action within the 2017–2021 Council Plan in August 2018 Council adopted the Climate Change Strategy 2018–2025. The Strategy sets a target of reducing Corporate emissions by a minimum of 30 per cent by 2020 and zero net emissions by 2050. Council is on track to meet these targets.

The Strategy also set the aim “to support our community to reduce emissions by 20 per cent by 2025” which is consistent with the Victorian Government 2020 emissions reduction target of 15-20% below 2005 levels as outlined in Victoria’s Climate Change Framework.

**City of Kingston
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23 March 2020

On 28th January 2020 Council carried Notice of Motion No. 2/2020 - Declaring a Climate and Ecological Emergency which resolved that Council:

1. *Note that the Municipal Association of Victoria (MAV) Council (May 2019) and the Australian Local Government Association (ALGA) National General Assembly (June 2019), and fellow SECCCA Councils Port Phillip, Bayside, Mornington Peninsula, Cardinia and Bass Coast, as well as neighbouring Frankston have resolved to declare a climate emergency;*
2. *Note that 85 local councils across Australia representing 29% of the Australian population have declared climate emergencies*
3. *Acknowledge the positive work already undertaken by Council through the Climate Change Strategy 2018-2025, our membership of SECCCA, Sustainable Design Assessment in the Planning Process (SDAPP) program, etc*
4. *Acknowledge that current levels of global warming and future warming already committed constitute a climate emergency, requiring an emergency response by all levels of government, including local government.*
5. *Declare a Climate and Ecological Emergency in line with the overwhelming consensus of climate science, which indicates rising global temperatures are putting our local economy, people, species, and ecosystems at risk as evidenced by the recent bushfires.*
6. *Undertake to work with our diverse multicultural communities to raise awareness of climate change and undertakes to support community action to mitigate greenhouse gas emissions and build environmental resilience.*
7. *Investigate the financial viability of divestment within council financing, with the aim of moving away from financial institutions, which fund the fossil fuel industry.*
8. *Ensure there is a Net Gain of trees and of native vegetation in Kingston by ensuring that every tree that is removed is replaced by at least three trees, that other native vegetation that is removed is replaced twofold as close as possible to where it has been removed from, with the costs borne by whatever developer or infrastructure authority has required the removal.*
9. *Fund a climate change action plan in the 2020-2021 budget cycle, with a focus on giving priority to policy and actions that will provide for both mitigation and adaptation in response to accelerating global warming and climate change, and that this is emphasised as a key priority in the next Council Plan.*
10. *Call upon State and Federal governments to:*
 - a) *Declare a climate and ecological emergency.*
 - b) *Back this up with programs to drive emergency action to reduce greenhouse gases and meet the lower target of the Paris Agreement to keep global warming below 1.5 degrees.*
11. *Work to establish a National Climate Response Plan that involves the three levels of government to mitigate climate-caused risks based on climate science evidence.*

12. *Further that officers provide a report including recommendations regarding how best these objectives can be met no later than March 2020, including costings, and that in the meantime, work these objectives proceeds to the value of \$25,000.*

The Kingston City Council declaration is unique when compared to other councils in that Kingston had only recently (2018) developed a Climate Change Strategy and the fact that the declaration called an 'Ecological' and Climate Emergency (noting most other Councils have only declared a Climate Emergency).

Council's Climate Change Strategy 2018-2025 already focuses heavily on actions to reduce corporate emissions. Councils emissions are only a small portion of those generated within the municipality. Thus it is recommended that a Climate and Ecological Response Plan is developed which focuses on Councils ability to *influence* emissions reductions within the community.

3. Discussion

3.1 Council Plan Alignment

Goal 2 - Our sustainable green environment with accessible open spaces
Direction 2.1 - Environmental resilience and sustainability

The declaration of a Climate and Ecological Emergency is consistent with Councils purpose *"to work with the community to protect and enhance the quality of life for current and future generations"*.

3.2 Consultation/Internal Review

Comprehensive consultation has not yet been undertaken and will be done as the Ecological and Climate Emergency Response Plan is developed.

However, in scoping work required in order to respond to the Notice of Motion a number of Council departments were consulted. These include:

- Finance and Corporate Performance
- Parks
- Compliance and Amenity
- Infrastructure

Representatives from some of Kingston's Community Environment groups were also consulted on 26 February 2020 and ongoing discussions about how best to support their involvement in developing the plan and drive change within the community will continue.

3.3 Response to Notice of Motion

A number of points (1 – 5) within the Notice of Motion were for noting which was effectively actioned by Council when it resolved the Motion on Tuesday 28 January 2020.

Other points are addressed in this section:

6. **Undertakes to work with our diverse multicultural communities to raise awareness of climate change, and understands to support community action to mitigate greenhouse gas emissions and build environmental resilience**

Council already operates the popular Our Place Community Workshops – (details available at <https://www.kingston.vic.gov.au/Community/Sustainability-and-Workshops/Sustainability-Workshops>) offering monthly sessions to assist the community to reduce their environmental impact.

The Environmental Planning Team also works across the organisation to help cross promote and refine environmental awareness raising events by other teams (such as those run by Arts and Libraries).

In response to this point the Environmental Education Officer will work closely with Councils Social Development Team to present to existing multicultural groups at their meetings to raise awareness of climate change and provide practical actions to reduce emissions.

On 26th February 2020 Council Officers also met with a range of representatives from local Environment Groups to discuss how Council might best provide additional support.

7. Investigates the financial viability of divestment within council financing, with the aim of moving away from financial institutions which fund the fossil fuel industry.

Council's investment program aims *"to invest Kingston City Council's funds that are not immediately required in accordance with the relevant legislative requirements and prudential requirements, with consideration of risk and at the most favourable rate of interest available to it at the time, for that investment type, while ensuring that its liquidity requirement is being met."*

The type of investments that Council can make are limited to those identified by S143 of the Local Government Act 1989:

A Council may invest any money:

- (a) in Government securities of the Commonwealth
- (b) in securities guaranteed by the Government of Victoria
- (c) with an authorised deposit-taking institution (as defined by the Banking Act 1959)
- (d) with any financial institution guaranteed by the Government of Victoria
- (e) on deposit with an eligible money market dealer within the meaning of the Corporations Act
- (f) in any other manner approved by the Minister after consultation with the Treasurer either generally or specifically, to be an authorised manner of investment for the purposes of this sub-section.

Council's investment Policy states that:

While exercising the power to invest, priority is to be given to: preservation of capital; liquidity; and the return on investment.

Preservation of capital is the principal objective of the investment portfolio.

Investments are to be managed in a manner that seeks to ensure security and safeguarding the investment portfolio. This includes managing credit and interest rate risk within identified thresholds and parameters.

The investment portfolio will ensure there is sufficient liquidity to meet all reasonably anticipated cash flow requirements, as and when they fall due without incurring costs due to the unanticipated early call on investment.

The investment is expected to achieve a prudent rate of return that takes into account the Council having a low risk tolerance in regard to investments.

The Policy's Risk Management Guidelines requires Investments to comply with three key criteria relating to:

- **Overall Portfolio Limits:** limit overall credit exposure of the portfolio by prioritising investments to more highly rated (less risky) investments
- **Counterparty Credit Framework:** limit exposure to individual counterparties/institutions and spread potential for risk
- **Term to Maturity Framework:** limits based upon maturity of securities meaning that Council minimises the risk and cost of an early call on an investment.

Council purposely make investments in the Bendigo and Adelaide Bank (rated BBB+/A2) specifically in recognition of the community banking concept which returns a social dividend to the local Kingston community.

Overall Portfolio Limits

To control the credit quality on the entire portfolio, the following credit framework limits the percentage of the portfolio exposed to any particular credit rating category.

S&P Long Term Rating	S&P Short Term Rating	Investment %
AAA to AA-	A1+	Unlimited
A+ to A	A1	50% maximum
A- to BBB+	A2	15% maximum

Investments in ratings below these levels are not allowed under this policy.

Counterparty Credit Framework

Exposure to an individual counterparty/institution will be restricted by its credit rating so that single entity exposure is limited, as detailed in the table below:

S&P Long Term Rating	S&P Short Term Rating	Investment Maximum %
AAA to AA-	A1+	60%
A+ to A	A1	30%
A- to BBB+	A2	15%

Counter Party ratings will be checked against the current S&P rating each quarter.

Most relevant in this discussion is the Counter Party limits. The only four financial institutions (counter party) in Australia rated at AAA to AA- are the Big 4 Banks – all of which are providers of funding to the fossil fuel industry.

The following financial institutions are on record (www.marketforces.org) or from their own websites as investing in fossil fuel industries or are owned by financial institutions that invest in the fossil fuel industry:

- AMP Bank
- Bank of China
- Bank of Queensland
- Citi(bank)
- HSBC
- ING
- Macquarie Bank
- Bank of Melbourne
- BankSA
- Bankwest
- RAMS
- St George
- Suncorp Bank
- UBank

S&P Ratings for Australian Banks that are compliant with Council's Investment Policy are:

- ANZ - AA-
- Commonwealth – AA-
- National Australia bank – AA-
- Westpac – AA-
- Rabobank (not rated by S&P)
- Bankwest – AA-
- HSBC – A+
- Suncorp – A+
- AMP Bank – A
- Macquarie Bank – A
- Bendigo and Adelaide Ban – BBB+

It is apparent that all financial institutions; which our Investment Policy allow investments to be placed with; all currently fund the fossil fuel industry.

However, it is important to recognise that the Finance team has for some time now on behalf of Council invested in "green term deposits" with Westpac and actively review the market to identify other "green" investment opportunities that comply with the adopted Investment Policy. These "green" investments are subsequently used exclusively to fund environmental projects around renewable energy, low carbon transport, low carbon buildings and water infrastructure and have been certified to meet the Climate Bonds Standard which is an internationally recognised scheme utilised to prioritise investments which genuinely contribute to addressing climate change. Currently Council has \$33 million invested in green deposits which is 28% of our portfolio.

The Local Government Bill currently before Parliament stipulates that Council Financial Policies be adopted by 1 July 2020. Its proposed to review our investment to allow some prudent extensions to some of the existing investment policy parameters at its next review to:

- Note that sustainable investments are preferred, provided all policy Risk Management Guidelines are met and a comparable rate of return is available
- The investment portfolio will be managed to minimise investments in financial institutions that fund the fossil fuel industry while maintaining compliance with the Investment Policy Risk Management Guidelines
- Where investments are to be placed in financial institutions which meet the criteria of not funding the fossil fuel industry the maximum amount invested with one counterparty is increased from 15% to 25% for any Financial Institutions with a S&P rating of A- to BBB+
- Add a performance and accountability measure to the Quarterly Investment Report which highlights the percentage of the investment portfolio that is in certified sustainable investments within the Investment Policy Risk Guidelines.

These amendments will allow additional funds to be placed with “sustainable” financial institutions while still enabling Council to diversify its investment portfolio and minimise financial risks.

- 8. Ensure there is a Net Gain of trees and of native vegetation in Kingston by ensuring that every tree that is removed is replaced by at least three trees, that other native vegetation that is removed is replaced twofold as close as possible to where it has been removed from, with the costs borne by whatever developer or infrastructure authority has required the removal.**

It is understood the overall intent of this part of the NOM is that carbon sequestration is required in order to avoid catastrophic climate change.

Since 2018 a number of changes have been made to the Community Local Law and administration of the Planning Scheme which will have a positive impact on vegetation and tree management. The influence of these changes may not yet be apparent on the ground (due to planning lag times), nor have been fully assessed. This is proposed to be undertaken by consultants as part of the \$100,000 budget allocation being sought which include resources to complete an Urban Forest Strategy.

In 2019 Council invested in utilising GIS and artificial intelligence to map and monitor changes in trees and canopy cover over time.

Mapping and documenting the various recent Council initiatives regarding vegetation and tree protection and management would be a prudent first step in responding to this aspect of the Notice of Motion. This was unable to be undertaken within the timeframe of this report but would be done as part of the Response Plan.

The wording of this part of the NOM does not make a distinction between public and private land, however when considering how to best formulate a response it is practical to make this distinction:

Public Land

Council Owned Land:

If Council planting rates were to increase this would result in budget and EFT implications for the Parks Team. These implications would need to be scoped further as a solution is progressed by officers in response to the NOM.

However, an appreciation of available space (both in streets and parks) to facilitate the increased level of planting is currently unknown. This is critical to understand in the sense that it may be impractical to seek a 1:3 ratio of tree planting on existing open spaces in terms of the extent to which this could impact other existing active or passive recreational uses.

It is likely that implementation of a 1:3 tree planting ratio for Council land would first require the identification of significant parcels of Council or State Government owned land across the municipality that could appropriately accommodate the additional vegetation.

It is proposed that this work be done through the requested \$100,000 consultant allocation and would form background to the development of an Urban Forest Strategy.

Public Land that is not owned by Council:

All Victorian planning schemes contain standard provisions that require a planning permit to remove, destroy or lop native vegetation. However, exemptions apply for a range of circumstances including:

- Dwelling protection for bushfire prevention and fence line maintenance.
- Fire protection for road managers.
- Road safety.
- Railways.
- Utility installations.
- Crown land.

In addition to the exemptions that exist within the Victoria Planning Provision's, major infrastructure projects such as the Level Crossing Removal and Mordialloc Freeway typically receive exemptions within the Planning Scheme through Ministerial approvals. This is most commonly facilitated via the introduction of specific controls (via an Incorporated Document) into the relevant municipal Planning Scheme which identifies the project area and applies a range of exemptions able to be utilised by the authority responsible for the work.

Having undertaken a preliminary review, it is likely that the legislative exemptions that exist for works undertaken by State Government agencies and authorities to remove vegetation would make it difficult for Council to impose a 1:3 ratio for tree removal in these instances. It is proposed that this aspect of the NOM be further explored through the development of the Climate Action Plan and Urban Forest Strategy.

Private Land

Vegetation and tree management on private land within Kingston is currently undertaken in an ad hoc and reactive way. Whilst preparing the Climate and Ecological Emergency Response Plan it is suggested that a working group is formed to ensure information sharing and consistency across the organisation. This will allow for data and strategic project gaps to be identified and filled.

The practical implications of imposing a 1:3 ratio for tree removal on private land require further consideration of matters including:

- The extent to which imposing a 1:3 ratio on individual sites could impact developability of sites across the municipality noting the soil volumes and canopy space required.
- Whether, in order to deal with the above issue, there is a need to identify parcels of land across the municipality that could appropriately be used for the establishment of urban forests, potentially providing an ability for landowners/developers to provide a 'in-lieu' contribution to fund the planting of additional trees off site.

In exploring the above it is also necessary to consider the need for a statutory mechanism to compel a landowner to abide by a condition of permit to provide for replanting of trees at a ratio of 1:3. Further work would be required to explore what options are available to utilise Local Laws and/or the Planning Scheme to impose the obligation which could then legitimise a request for a cash contribution.

It is proposed that, as part of the Climate Action Plan Council undertake an Urban Forest Strategy which could consider and advise on options available to Council in achieving the 1:3 tree planting ratio.

Council has made a number of changes to the Community Local Law and administration of the Planning Scheme in the last few years which is likely to have a positive impact on vegetation management on private land. Undertaking further work to investigate and track these impacts, as well as comparing local laws versus planning mechanism for the most effective process for retaining and replacing vegetation, will inform changes and the eventual development of an Urban Forest Strategy. A consultant budget of \$100,000 would be required to progress this work.

9. **Funds a climate change action plan in the 2020-2021 budget cycle, with a focus on giving priority to policy and actions that will provide for both mitigation and adaptation in response to accelerating global warming and climate change, and that this is emphasised as a key priority in the next Council Plan.**

Council adopted the Climate Change Strategy in 2018 which was supported by a comprehensive implementation plan. Many of the actions have already been delivered and Council is projected to meet its emissions reduction targets.

This has been made possible in part due to the fast tracking of solar panels installations on key Council buildings. The original \$1.5M budget over five years is now likely to be spent within three years.

Photovoltaic installations have already occurred at:

- Cheltenham Library and Community Centre – 39kW
- Edithvale Family and Children Centre – 39kW
- Carrum Family and Children Centre – 62kW
- Patterson Lakes Community Centre – 39kW
- Aspendale Senior Club – 33kW

The following sites have had a contract awarded with installation due by 1 July 2020:

- Chelsea Office and Library – 40kW
- Kingston Town Hall – 90kW
- Kingston Heath Soccer Club – 90kW
- Jack Grut (phase 2) – 30kW
- Southern Road – 17kW
- Clarinda Community Centre and Library (to compliment the existing 6kW system) – 33kW

Whilst further Council action can be taken to achieve targets even earlier than 2050, it is proposed that the Climate and Ecological Emergency Response Plan should not focus on revisiting Council actions, the majority of which were identified relatively recently in the Climate Change Strategy (2018).

This is due to the fact that Council emissions represent a small portion (less than 1%) of the overall emissions generated by the municipality. It is proposed that the Climate and Ecological Emergency Response Plan should focus on industrial and residential emissions as these areas represent the greatest opportunity for significant reduction over time.

The Environmental Planning Team in partnership with the South East Council Climate Change Alliance (SECCCA) has commenced working on a project which will consider Councils *influence* over emissions from these sectors. The project will deliver a range of cost-effective intervention opportunities which could be applied at either a regional or local scale (depending on effective effort). The development of a report which outlines opportunities is being funded within existing operational budget; however the cost of implementing the opportunities will be presented as part of the Response Plan.

The development of the Climate and Ecological Emergency Response Plan require additional consultant work of \$100,000 which will be focused on background work to vegetation management which will inform an Urban Forest Strategy. In order to undertake the work outlined within the NOM a new 1.0 EFT position would need to be established for three years to oversee the development and subsequent implementation of the Response Plan.

- 10. Call upon State and Federal governments to:**
- a) Declare a climate and ecological emergency.**
 - b) Back this up with programs to drive emergency action to reduce greenhouse gases and meet the lower target of the Paris Agreement to keep global warming below 1.5 degrees.**

11. Work to establish a National Climate Response Plan that involves the three levels of government to mitigate climate-caused risks based on climate science evidence.

Items 10 and 11 of the NOM are considered best dealt with through Council advocacy to various levels of Government. A letter (Appendix 1) has been drafted and is proposed to be sent to:

- The Honourable Angus Taylor, Minister for Energy and Emissions Reduction
- The Honourable Sussan Ley, Minister for the Environment
- The Honourable Lily D’Ambrosio, Victorian Minister for Energy, Environment and Climate Change

3.4 Operation and Strategic Issues

3.4.1 Review of Councils Financial Policy

As per the Local Government Act currently before Parliament, Councils are required to adopt Financial Policies by 1 July 2020. Councils Investment Policy will be reviewed to allow additional funds to be placed with “sustainable” financial institutions while still enabling Council to diversify its investment portfolio and minimise financial risks.

3.4.2 Increasing tree and vegetation cover

Little scope exists to further strengthen vegetation controls or obligations for State Government utilities and agencies as these are regulated by the state.

Council should investigate the potential for increasing its own plantings and plantings on private land. This will be incorporated into the Climate and Ecological Emergency Response Plan. Additional background work will be required. A budget allocation of \$100,000 will allow this work to occur.

3.4.3 Development of a Climate and Ecological Emergency Response Plan

The implementation plan associated with the Climate Change Strategy 2018 has mostly been delivered with corporate targets on track to be met.

The Climate and Ecological Emergency Response Plan should focus on community emissions from industrial and residential sources and will be developed by an Officer in the newly established position.

It is anticipated that a draft Climate and Ecological Emergency Action Plan can be presented to Council in November 2020 for release for public comment, with a final version adopted in February 2021. This will allow for proposed actions to be included in the 2021/22 budget process.

4. Conclusion

The declaration of a Climate and Ecological Emergency calls for immediate action to initiate a society wide mobilisation at sufficient scale and size to protect civilisation and to restore a safe climate. However this must be balanced with the need to respond in a considered way, with prioritized actions and sufficient budget and resource allocations.

5.1 Environmental Implications

Australia is currently experiencing 1 degree temperate increase with devastating consequences. Without immediate action we are on a trajectory for 3.5 degree warming by 2100, possibly earlier. Development of a Climate and Ecological Emergency Action Plan would assist in reducing Council and the Kingston community's emissions.

5.2 Social Implications

Continuing to deliver the Our Place Community Workshops and working across Council to raise awareness of climate change and inspire emissions reduction will continue. Vulnerable people are most at risk to the impacts of climate change. Along with multicultural groups, they will be specifically targeted in future sessions.

5.3 Resource Implications


The establishment of a 1.0 EFT three year position will allow for development of a comprehensive Action Plan and two years of implementation. A budget allocation of \$100,000 would be required for consultant work to inform the development of an Urban Forest Strategy which would respond to the NOM's direction in relation the establishment of a 1:3 tree planting ratio.

5.4 Legal / Risk Implications

The Australian Government Accounting Standards Board and the Auditing and Assurance Standards Board issued a joint statement in December 2018 which outlines the importance of climate-related risks being considered in decision making.

The revised Council Investment Policy will allow additional funds to be placed with "sustainable" financial institutions while still enabling Council to diversify its investment portfolio and minimise financial risks.

Appendices

Appendix 1 - Climate and Ecological Emergency Declaration Advocacy Letter (Ref 20/44568) 

Author/s: Emily Boucher, Team Leader Environmental Planning
Reviewed and Approved By: Emily Boucher, Team Leader Environmental Planning
Paul Marsden, Manager City Strategy
Jonathan Guttmann, General Manager Planning and Development

8.4

RESPONSE TO CLIMATE AND ECOLOGICAL EMERGENCY DECLARATION

1	Climate and Ecological Emergency Declaration Advocacy Letter	75
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16th March 2020

Name Surname
Address Line 1
Address Line 2
City STATE 0000

Dear salutation

Re: Declaration of Climate and Ecological Emergency

On Tuesday 28th January 2020 Kingston City Council declared a Climate and Ecological Emergency in recognition of the accelerating global warming and climate change risk being placed on our local economy, people, species and ecosystems. A copy of this resolution is enclosed.

The resolution called upon the State and Federal Government to:

- Declare a climate and ecological emergency
- Back this up with programs to drive emergency action to reduce greenhouse gases and meet the lower targets of the Paris Agreement to keep global warming below 1.5 degrees
- Work to establish a National Climate Response Plan that involved the three levels of government to mitigate climate-caused risks based on climate science evidence

This has been backed through the 'Safe Climate Declaration' made at the National Climate Emergency Summit 2020. This Safe Climate Declaration calls for a new approach to climate actions in Australia, a response to match the scale of the threat as climate-warming impacts escalate across Australia and the world.

The Kingston City Council urges all levels of government to declare a climate and ecological emergency recognising that climate change poses serious risks to human health and that a temperature rise of over 1.5 degrees will lead to major and irreversible damage to ecosystems. It is Council's view that immediate action is required to reduce emissions.

Regards

Councillor Georgina Oxley
MAYOR, CITY OF KINGSTON

23 March 2020

Agenda Item No: 8.5

MOORABBIN ACTIVITY CENTRE WEST PRECINCT - DRAFT URBAN DESIGN FRAMEWORK - COMMUNITY CONSULTATION

Contact Officer: Tara Bell, Place Manager

Purpose of Report

This report seeks direction to undertake community consultation on the draft Urban Design Framework for the west precinct of the Moorabbin Activity Centre.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That:

1. Council endorse the draft Moorabbin West Urban Design Framework for the purpose of community and stakeholder consultation.
2. A further report be presented to Council following the conclusion of the consultation period.

1. Executive Summary

In 2011 the Moorabbin Structure Plan was adopted by council and subsequently implemented into the Scheme in 2015 through the introduction of the Activity Centre Zone provision. Since 2015, development and renewal within the Activity Centre has primarily centred in the retail core and the eastern residential precinct. Development proposals have consistently exceeded the discretionary controls, with proposals of up to 12 storeys being considered and approved within the centre.

In 2018 Council commenced strategic planning for the precinct to the west of the Nepean Highway, where limited development activity has occurred within what has historically been an underutilized precinct. An opportunity exists for Council to use its landholdings in this precinct as a catalyst for renewal and to achieve strategic objectives for housing, centre revitalisation and broader community benefit.

Consultant firm Architectus were appointed in 2018 to develop an Urban Design Framework (UDF) plan for the precinct, which would comprise the first stage of a process leading to a future Expression of Interest for the use and development of Council's land.

The UDF seeks to achieve a vibrant mixed-use precinct that capitalises on walkability to the shops, services and public transport, all within 400m. Seven key moves underpin this change:

1. Establish 3 new east west connections to enable rear building access, pedestrian permeability and separation between new building forms.
2. Consolidate vehicle access via a new signalised intersection at Exley Drive limiting the need for the service lane vehicle access.
3. Create a green corridor along the Nepean Highway creating a buffer to new buildings and a high amenity walking and cycle connection back to the core of the activity centre
4. Create a cohesive public realm including a new park, high amenity streets and laneways with broad pedestrian spaces and canopy tree cover.
5. Establish two sub-precincts and interfaces for new built form to respond to. Encourage consolidated, taller forms to establish along the robust interface of the highway (8-12 storeys) whilst tapering down to the more intimate Ewar Street and residential precinct within Bayside CC (5 storeys).
6. Celebrate the heritage fabric by retention of the protected façade and establishing separation and view lines to the key elements. Utilise a landscape setback requirement along the Nepean Highway to align with the heritage buildings.
7. Frame the public realm with well-designed built form that continues the language of the activity centre to the north-east. Landmarks at the north and south are proposed to visually connect the centre across the highway with consistent street edges to define and activate the streets.

Officers recommend that the UDF be progressed to community consultation to seek feedback on the design concepts and guidelines. Consultation is proposed to include individual landowner meetings, drop in sessions and online engagement using mail, news media, social media, e-newsletters and Council's website to promote the project. Cross promotion will occur with other local Moorabbin projects to maximise engagement.

Following the conclusion of consultation, feedback will be provided back to the Council for consideration and final changes made to the draft UDF. In the event the document is adopted, Council will be in an informed position to make decisions around the highest and best use of its landholdings and any future EOI process.

2. Background

Strategic Planning and Development Proposals within Moorabbin Activity Centre:

In May 2011, Council adopted the Moorabbin Activity Centre Structure Plan to provide an integrated response to the change envisaged for the centre over two decades. The structure plan area was purposely limited to land within 400m walking distance of the railway station within the City of Kingston.

The Structure Plan nominates Precinct E, herein identified as the Moorabbin West Precinct, as a future mixed-use commercial precinct. As a highly exposed gateway to Moorabbin, the precinct should accommodate landmark building outcomes, with significant redevelopment opportunities to be realised through land consolidation. Preferred building heights of five storeys were carried through into the Activity Centre Zone Schedule 3, gazetted in March 2015.

To date, redevelopment in Moorabbin Activity Centre has been heavily concentrated to the east of Nepean Highway within the retail core with developments up to 12 storeys proposed. (refer to Appendix 1). Redevelopment opportunities have not yet been realised in Precinct E.

Development activity within the Moorabbin West Precinct has been limited to minor works and a failed mixed-use proposition at 956-958 Nepean Highway. Whilst ultimately refusing the 8-storey proposal, VCAT acknowledged the site as a candidate for more intensive development and an appropriate design response to the residential precinct to the west.

Council's Strategic Landholdings:

In 2017 officers sought advice on how Council's strategic landholdings could leverage precinct renewal and deliver key community benefits. Council was advised that the strategic objectives and requirements would need to be determined taking into consideration:

- the key objectives for the relevant precincts within the activity centres under the Scheme,
- the relevant Activity Centre Structure Plans which apply,
- the potential highest and best use of the land,
- opportunities for delivery of infrastructure and services for community benefit, and
- potential uplift in the event key objectives are met.

The Urban Design Framework (UDF) is intended to establish a more explicit roadmap for the preferred development outcomes within the precinct, expanding on the objectives and requirements set out within the current controls and having considered changes in the development market, housing affordability and environment arenas.

Background review of the precinct:

In 2018 officers appointed a consultant team lead by Architectus (Urban Design) to develop the UDF. Supported by experts in transport engineering and property, the team undertook a background review of the precinct including:

- Review of strategic background, development activity, policy and physical context
- Interviews with landowners within the precinct
- Meetings with referral bodies including VicRoads
- Consideration of feedback from community users within the precinct
- Advice from Council's heritage consultant

The background review identified barriers to connectivity, lack of amenity, poor identity and public realm, aged building stock and heritage constraints as being barriers to precinct renewal. Opportunities to establish safe and convenient access for all transport modes, increase amenity and presence to the highway, create pedestrian oriented environments, establish diverse uses and celebrate heritage were identified.

Findings of the background review have been used to establish the vision, objectives and guidelines for the Moorabbin West Urban Design Framework discussed in section 3.3 of this report.

3. Discussion

3.1 Council Plan Alignment

Goal 1 - Our well-planned, liveable city supported by infrastructure to meet future needs

Direction 1.1 - Intergenerational land use planning for a sustainable community

The draft urban design framework provides a detailed plan for the future development of the west precinct of the Moorabbin Activity Centre.

3.2 Consultation/Internal Review

Internal stakeholders

The development of the Urban Design Framework has required input from a broad range of departments. Development of the framework and key concept ideas involved engagement with:

- Traffic and Transport – Movement and access
- Public Place Projects – Public realm and open space
- Urban Design – Public realm and built form

Advice and feedback on detailed guidelines and implementation was sought from:

- Statutory Planning
- Strategic Planning
- Social and Affordable Housing
- Environmental Planning

Understanding of the implications of the redevelopment of Council's land:

- Property Services and Arts
- Community Buildings
- Hubs and Community partnerships

Councillors

The north ward councillors were invited to attend briefings in August 2019 and January 2020 to provide feedback on the key urban design moves within the proposed UDF.

Referral Authorities

VicRoads have given in principle support to signals at the intersection of the Nepean Highway and Exley Drive enabling the key design moves to progress.

VicTrack have advised that future developments within the precinct should be sited to avoid maintenance access conflicts from within the rail corridor.

Stage 1 Community Engagement

In preparing a background report identifying the opportunities and constraints for the precinct, Council sought information from the community on the current use and future of the precinct, via:

- Face to face meetings with the landowners
- Email and phone conversations with users of Council's facilities
- Engagement with Nightingale Housing
- Direct mail out and e-newsletter to the broader community within Moorabbin and Hampton East linked to an online survey on the 'Your Kingston Your Say' platform.

Key messages received through the consultation include:

- Opportunities for consolidation of sites within the precinct exist between the various landholdings
- The precinct needs better connections to the station and shops / services
- The public realm needs upgrading including more trees and provision of open space

- The Nepean Highway is important for exposure. The service lane plays a role in vehicle access and car parking for some sites (noting that some sites have no other access and limited on-site parking)
- There is an opportunity for changes to land use within the precinct, however religious / community uses will still play an important role into the future
- The heritage building should be celebrated, and the bowling use has a social valued
- Planning certainty is important to limit risk for the renewal of the precinct
- Council as a landowner can act as a catalyst for the precinct and can support objectives to deliver social and affordable housing, community uses and alternative housing models.

3.3 Operation and Strategic Issues

Draft Urban Design Framework

The Urban Design Framework (Appendix 3) is intended to establish a more explicit roadmap for the preferred development outcomes including:

- Reformatted vehicle access and pedestrian oriented street network
- Preferred layouts for lot consolidation
- Provision of public parks and quality public realm
- Specific application of discretionary height controls including a preferred maximum height
- Establishing net community benefits to unlock uplift in appropriate locations
- Defined built form outcomes to achieve activation, amenity and people centred streets
- Sustainable buildings and streets which contribute to a cool urban climate.

The key moves and notable trade-offs are considered in the following discussion:

Access and Movement

1. *Establish 3 new east west connections to enable rear building access, pedestrian permeability and separation between new building forms.*
2. *Consolidate vehicle access via a new signalised intersection at Exley Drive limiting the need for the service lane vehicle access.*
3. *Create a green corridor along the Nepean Highway creating a buffer to new buildings and a high amenity walking and cycle connection back to the core of the activity centre*

Whilst pedestrian and cycle access between the retail core and this precinct is limited by the bridge width over the railway line, the draft UDF has sought to improve connections to the greatest extent possible.

Open Space and Public Realm

4. *Create a cohesive public realm including a new park, high amenity streets and laneways with broad pedestrian spaces and canopy tree cover.*

The plan has sought to provide a new open space to boost amenity and provide an area for social connection. Alternative locations for open space were considered, with the final location selected due to:

- Its central location within the precinct
- Sheltered from high speed vehicles and amenity impacts on Nepean Highway

- The northern aspect which provides for good solar access
- The sense of openness which is somewhat contributed to by the broad rail corridor

It is acknowledged that the open space is not highly activated by the current land uses however it is anticipated that new developments will establish active frontages and opportunities for passive surveillance in a denser community in future.

The open space is proposed to be achieved via potential development uplift (established community benefit) or through use of the public open space reserve fund.

In addition to the new open space, it is proposed to establish a series of public realm improvements to create a more generous environment for people to walk, cycle and enjoy, both at street level and from within the buildings.

Prioritising greening elements and pedestrians does impact upon the car parking provided in the precinct. A new intersection design for safer access at Nepean Highway, improved footpaths, increased canopy cover and compliant on-street car parks have meant a reduction in on street parking. The new designs are intended to provide a safer, more comfortable environment to move within for all modes of transport.

The availability of on street parking will have some impact upon land use with retail uses dependant on the quick 'duck in and go' unlikely to be attracted to the arrangement. In saying this, such retail uses are better suited to the retail core, approximately 400m north of the site. Feedback will be sent through the consultation on this initiative.

Built form

5. *Establish two sub-precincts and interfaces for new built form to respond to. Encourage consolidated, taller forms to establish along the robust interface of the highway (8-12 storeys) whilst tapering down to the more intimate Ewar Street and residential precinct within Bayside CC (5 storeys).*
6. *Celebrate the heritage fabric by retention of the protected façade and establishing separation and view lines to the key elements. Utilise a landscape setback requirement along the Nepean Highway to align with the heritage buildings.*
7. *Frame the public realm with well-designed built form that continues the language of the activity centre to the north-east. Landmarks at the north and south are proposed to visually connect the centre across the highway with consistent street edges to define and activate the streets.*

Detailed design guidelines are proposed to ensure built forms are detailed appropriately at both the street level and upper elements addressing human scale and visual bulk when viewed from the surrounding areas. Sustainable Design guidelines are proposed for the built form to set clear expectations that buildings should minimise their impact on the environment.

Stage 2 Community Consultation

Officers propose to seek community feedback on the Draft Urban Design Framework for a period of 4 weeks. Consultation will intentionally cross over with the Moorabbin Activity Centre Eastern Edge Analysis to avoid consultation fatigue, invite broad participation in discussions on the Activity Centres renewal and to effectively use Council's resources.

Notification of the consultation and feedback will be sought via the following channels:

- Direct mail out
- Advertisement within the local newspaper
- Online notifications via Moorabbin Junction e-newsletter and Kingston's social media platforms
- Online engagement on the Your Kingston Your Say platform

The scope of consultation activities has been limited to online, phone and direct mail and the timing of the engagement period will be determined in consultation with the Communications team. These measures will seek to respond appropriately to the declared state of emergency in Victoria over novel coronavirus (COVID-19).

4. Conclusion

It is recommended that the Council endorse the draft UDF for the purpose of community consultation. Outcomes of the consultation will be brought back to council via a further officer report which will include a final version of the UDF for adoption.

4.1 Environmental Implications

The draft UDF seeks to encourage increased development density within a designated Activity Centre close to public transport and services, encouraging sustainable and active transport choices.

The design of streets and new connections are proposed to favour walking and cycling by creating safe, comfortable and attractive environments. Reducing reliance on private vehicles supports objectives to reduce carbon emissions and reliance on fossil fuels.

4.2 Social Implications

At a strategic level, the renewal of the precinct creates greater opportunities for housing, employment and recreation within a 20-minute neighborhood. Greater intensity of mixed uses within walkable distance of public transport and services supports healthy and active movement.

It is important to acknowledge that the renewal of the precinct and any decision to relocate existing community facilities will impact the current users. Finding suitable new locations for all groups should be a priority for Council's Hubs and Partnerships, Property and Arts and Community Buildings teams to ensure the groups maintain their community connections.

4.3 Resource Implications

Should the draft Urban Design Framework be adopted by Council, resources will be required for:

- Further development of detailed design work including detailed traffic plans for the signalised intersection and development of streetscape designs
- Addressing any potential land contamination issues

- Acquisition of land for open space in the event it is not obtained as part of an uplift provision
- Development of the expression of interest, requiring internal resourcing and legal advice
- Planning for suitable alternative facilities for Council's community group users

4.4 Legal / Risk Implications

The urban design work being completed will assist to ensure a coordinated approach is taken to the future redevelopment of the precinct.

Appendices

Appendix 1 - Major Development Mapping - Moorabbin Activity Centre (Ref 20/44592)



Appendix 2 - Draft Urban Design Framework (Ref 20/44593) 

Author/s: Tara Bell, Place Manager
Reviewed and Approved By: Paul Marsden, Manager City Strategy
Jonathan Guttmann, General Manager Planning and Development

8.5

MOORABBIN ACTIVITY CENTRE WEST PRECINCT - DRAFT URBAN DESIGN FRAMEWORK - COMMUNITY CONSULTATION

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BUILT

358a South Road

7 storeys with 75 dwellings, operated by Housing First



1.

11 Central Avenue

7 storeys with 45 dwellings, 1 retail occupied by Aus Post and 1 cafe currently vacant



4.

4-6 Station Street

10 storeys with 124 dwellings and 6 shops.



6.

412-416 South Road

4-5 storey retirement village with 45 dwellings, church and associated facilities



9.

PLANNING APPROVED

17 Taylor Street

10 storeys with 52 dwellings, 5 basement levels and 1 retail premises



2.

6/8 Station Street

4 storeys with 2 dwellings and 1 retail premises



5.

420 South Road & 34 Healey Street

3-10 storeys with 438 dwellings, 120 serviced apartments, 1 cafe, retail and gym



10.

UNDER CONSIDERATION

13-15 Taylor Street

11 storeys mixed use with 73 dwellings, shops and retail



3.

15 Central Avenue

3 storeys with 4 dwellings



8.

4-6 Horscroft Place

3 storey townhouses with 13 dwellings and 5 storey apartments with 29 dwellings



11.

PLANNING REFUSED

956-958 Nepean Hwy

7 storey mixed use with 39 dwellings, office and retail
VCAT supported council's decision to refuse



7.




architectus

Urban Design Framework

Moorabbin Activity Centre Western Precinct

Prepared for
City of Kingston Council
Date
24 February 2020

Project / Report	Moorabbin Activity Centre Western Precinct Urban Design Framework
Job No.	180357
Client	City of Kingston Council
Document Location	S:\180357.00\Docs\C_Client\ reports
Version / Date Issued	Issue A: External Draft (for Client review) - 28/06/2019 Issue B: External Final Draft (for Client review) - 12/07/2019 Issue C: Draft - 19/11/2019 Issue D: Final - 24/02/2020
Report Contact	Dean Thornton (Principal, Architectus)
This report is considered a draft unless signed by a Director or Principal	

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Pedestrian priority public realm - Kyiv, Ukraine

architectus

01 Introduction + Background

This chapter provides an overview of the project's background and process.

A more comprehensive overview of this Chapter's material can be found in the Background Report (June 2019).



Introduction + Background

1.1 Introduction

Architectus together with One Mile Grid (transport planners) and DARMS Property (economic advisors) have been engaged by Kingston City Council to develop an Urban Design Framework for the Moorabbin Activity Centre's Western Precinct (hereby referred to as the Precinct).

In 2011, Council adopted the Moorabbin Structure Plan, setting a vision to 'actively engage to bring Moorabbin to life by complementing its strong cultural role with a living population that calls it home'. The structure plan recognised the potential to consolidate land within its western precinct to facilitate significant redevelopment opportunities, potentially inclusive of hotel / convention facilities, landmark buildings and strong forms to strengthen the entrance to the activity centre.

Then in 2015, Schedule 3 of the Activity Centre Zone was introduced into the Planning Scheme implementing the objectives of the Structure Plan. Objectives within the Precinct refer to encouraging land consolidation, landmark commercial buildings along Nepean Highway, sympathetic responses to heritage and residential areas as well as enhancing connections to the retail core and Moorabbin Railway Station.

Moorabbin is home to a diverse multicultural community and this urban design framework has the potential to provide a place for new development and opportunities to come together.

This document is the second step in the design and testing process for the site. The first step was completion of a Background Report which was driven by research and a thorough understanding of current and future community needs, market trends, demographics, and urban design and city-shaping practices. The second step is now this Urban Design Framework ready for Council to endorse and incorporate within the Planning Scheme, via a Planning Scheme Amendment.

1.2 Project Aims and Objectives

The purpose of this piece of work is to provide:

- A set of urban design parameters to guide future built form outcomes for the integrated development of identified strategic redevelopment sites; and
- Strategic objectives and requirements for the precinct, taking into consideration the key objectives under the Activity Centre Zone; the Moorabbin Activity Centre Structure Plan (2011) and opportunities for delivery of infrastructure and services for community benefit.

The Aims of this document are intended to build upon the objectives of the Moorabbin Structure Plan and Activity Centre Zone controls, providing more specific direction for the renewal of the precinct through focused direction on:

- Precinct layout, having consideration of current land ownership patterns and consolidation opportunities;
- Enhancing pedestrian connectivity from the west to the retail core of the activity centre;
- Access and movement opportunities, prioritising pedestrian movements and active transport;
- Arrangement of built form and height having regard to landmark opportunities and sensitive interfaces;
- Concepts for key development opportunities within the precinct (e.g. landmark sites / responding to heritage);
- A set of principles to guide consideration of net community benefit within any future redevelopment;
- Requirements to guide the application of discretion and uplift;
- Best practice urban design strategies to manage car parking, loading and service requirements;
- Open space, landscape and public realm improvement opportunities; and
- Consideration of a preferred land use mix and structure within the precinct including any community or religious facilities noting the Structure Plan specifically states "explore with operators of the existing community / religious facilities in the precinct and key land holders how consolidation of the land could be achieved without compromising the future viability of the services".

1.3 Project Process

This report has been prepared by Architectus, the lead consultant for this Project, with inputs from our sub-consultant team. The report has been informed by extensive investigation, reviews and analysis, and a comprehensive process of Council, stakeholder and community engagement.

Consultant Team

- Architectus — background research, analysis, stakeholder engagement, urban design concepts and testing;
- One Mile Grid — traffic and transport planning; and
- DARMS Property — economic and market advice.

Working Process

The project process for Stage 02 is summarised as follows:

- Finalisation of the Background Report
- UDF Framework approach
- Concept testing and spatial modelling
- Traffic, transport and access requirements
- Economic feasibility assessment
- Development Guidelines
- Implementation Plan

Engagement

This work has also been informed by five (5) one-on-one stakeholder meetings held in Council's offices across November 2018, which invited land owners to identify issues, priorities and opportunities for their land holding and the Precinct overall.

This work has also considered the views of the community, sought through the community consultation process conducted by Council in March 2019.

1.4 Structure of this Report

This Urban Design Framework Report is structured across four (4) chapters, as outlined below.

Introduction and Background

Summarises the site and strategic analysis and context from the Background Report.

Vision and Principles

The vision statement expresses the aspirations for the Precinct over the next 20 years. To help achieve the Vision, a series of Design Principles is provided.

Framework Approach and Design Guidelines

The Framework Approach advocates for place based built form, public realm and circulation improvements needed to achieve the agreed vision and principles.

The Design Guidelines detail a written and graphic explanation of what is intended by the framework drawings. The guidelines focus on place and their connections, with direction on local attractors (covering commercial, educational and community buildings, parks and new developments) and on circulation systems (covering pedestrian, bike and public transport networks).

Implementation Plan

The Implementation Plan outlines the order which actions detailed in the framework need to occur to implement the vision for the Precinct. The implementation of this UDF will require execution by a range of stakeholders including Council, state government authorities, private industry, developers, and local residents.

Introduction + Background



Figure 01: Precinct Location Plan

Introduction + Background

1.5 Precinct Condition

The Precinct is approximately 17,005m² or 1.7ha and is bounded by the Nepean Highway to the north/east, Exley Drive to the south and the Frankston Railway Corridor to the west.

The Precinct has a topographic fall of 5m from the Nepean Highway to the south west corner.

Tree cover across the Precinct is varied. Trees are found at the rear edge of 956 Nepean Highway on Ewar Street and further along this edge at the car-park servicing 944-954 Nepean Highway.

Building fabric across the Precinct is unexceptional, varied in styles, and with a very high level of inactive building edges, which do not contribute positively to the site's public realm. However, the existing bowls building (Image 02 - right) is subject to a heritage overlay that recommends the retention of its front facade features.

Uses across the Precinct are varied and range from entertainment, place of worship, child care and light industrial.



Figure 02: Precinct Features Plan



Figure 03: Existing Precinct Condition

Introduction + Background

1.6 Land Ownership Structure

The Precinct comprises eight land holdings of different sizes and shapes and three distinct interface conditions - highway, local street and railway corridor.

Although parcels B and F make up more than half of the Precinct's area, the break-up of land parcels amongst various owners poses constraints for the overall redevelopment of the Precinct. Subdivision and consolidation to achieve best-outcome development proposals may be required.

Considering size, shape and interfaces, the existing parcels can be categorised as follows:

Highest Development Potential

- B1: Land holding B is the largest holding within the Precinct and is divided into two distinct parcels, B1 and B2. With 88 metres of continuous highway interface, parcel B1 can accommodate large scale development, including functional residential and commercial floor plates. Although the facade of the existing bowls building should be retained, the proximity of the facade to the lots front boundary doesn't create major development constraints.
- F: Located at the Precinct's most prominent corner and owned by the City of Kingston, parcel F presents 245 metres of continuous highway/street interface. Its "L" shape condition enables functional residential floor plates along Ewar Street and substantial residential and commercial development on the corner of Nepean Highway and Exley Drive.

Medium Development Potential

- C and D: Identical in size, shape and interface, these rectangular land parcels with approximately 36 metres of highway interface each can accommodate efficient built form of various scales. Consolidation between them may lead to economically viable developments of larger scale.
- G and H: Similar in size, shape and interface, these parcels are located at the only pedestrian connection between the precinct and the existing low-scale residential area to the west. Medium-scale development is likely to occur, but there are limitations for development of higher scale.

Lower Development Potential

- A: The triangular shape, small size and railway interface of this parcel create multiple constraints for efficient development. Consolidation with parcel B1 can lead to more functional development outcomes, creating a gateway opportunity for the Precinct.
- B2: Similar to parcel A, but located at a local street, development potential within parcel B2 is limited. Given its central location, this site may lend itself more productively to the Precinct as a public open space.
- E: Although its rectangular shape allows efficient built form outcomes, the small size of the parcel is a constraint for economically viable larger scale development. Consolidation with adjacent parcels may lead to more efficient outcomes.

Note: Parcels C and H are under same ownership.

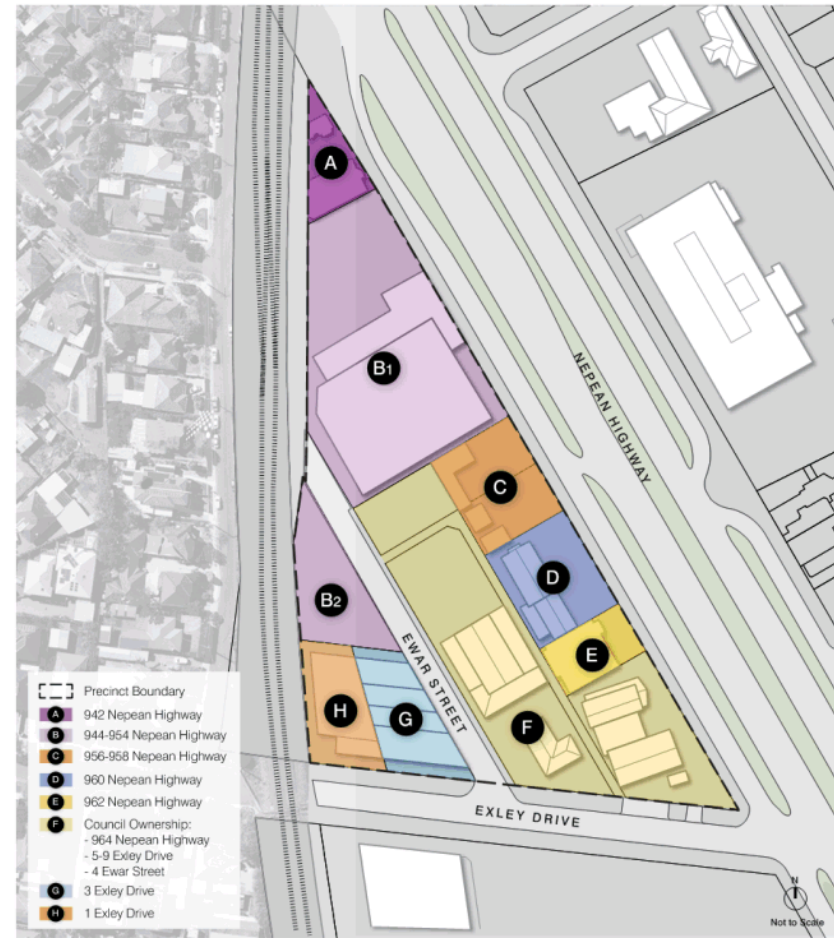


Figure 04: Land Ownership Structure

Introduction + Background

1.7 Precinct Constraints

1. The railway corridor forms a physical barrier along the western edge of the Precinct.
2. Nepean Highway acts as a physical barrier to pedestrian movement along the eastern edge of the Precinct.
3. High traffic volume at the intersection of the railway corridor and Nepean Highway has a negative amenity impact on the Precinct.
4. Noise pollution from high-speed movement along the railway corridor and Nepean Highway has a negative amenity impact on the Precinct.
5. Multiple vehicular access points along the Nepean Highway interface result in a dominance of vehicle movement around the Precinct.
6. Topographic fall across the Precinct, most notably at the northern part and across the bowls site may create development constraints.
7. Distinct mix in the existing urban fabric within the Precinct, most of which is aged and of poor quality.
8. The heritage control over the bowls building requires careful mitigation and design resolution.
9. Lack of formal east-west connection across the Precinct.
10. The Precinct is dominated by recessed and inactive edges.
11. Lack of prominent built form and landmark features.
12. Poor pedestrian connection into the Precinct with inadequate public realm opportunities.



Figure 05: Precinct Constraints

Introduction + Background

1.8 Precinct Opportunities

1. Encourage a mixed-use Precinct with increased residential density.
2. Opportunity to provide higher density with limited off-site amenity impacts, as Nepean Highway and the railway corridor provide a buffer between the Precinct and surrounding areas.
3. Good exposure to Nepean Highway provides opportunities for development of larger scale within the Precinct.
4. Non-sensitive uses south of the Precinct don't pose constraints for development of higher scale.
5. City of Bayside's adopted 5-storey buildings set a precedent for more dense built form outcomes.
6. Locate landmark built form at the Precinct's northern and southern corners for high visibility and reinforced physical connection to the main Activity Centre.
7. Enhance pedestrian movement from the core of the main Activity Centre to the Precinct via Station Street.
8. Provide new traffic intersection and improve vehicular and pedestrian access at the Exley Drive and Nepean Highway intersection.
9. Enhance public realm, landscape and pedestrian experience along Nepean Highway to reinforce the connection of the Precinct with the main Activity Centre.
10. Enhance and reinforce the existing pedestrian connection over the railway corridor on Exley Drive.
11. Provide new high-quality built form frontages to create continuous street edges and encourage pedestrian activity within and around the Precinct.
12. Consolidate vehicular movement and access points across Precinct.
13. Deliver a public open space in a central location within the Precinct, protected from overshadowing and with a sense of openness..
14. Reinforce and celebrate the existing heritage building.
15. Depending on current railway infrastructure projects at the intersection of the railway corridor and Nepean Highway, opportunities to create small public space at the northern corner of the Precinct.



Figure 06: Precinct Opportunities

Introduction + Background

1.9 The Case for Change

This section of the report summarises the key messages from the analysis and strategic review work from the Background Report (June 2019).

The synopsis here makes the "case for change" for Moorabbin Activity Centre's Western Precinct, broken down into key topics for discussion.

The future planning controls for the Precinct should address these findings and analysis.

Demographics + Strategic Planning

It is established that Victoria is grappling with a significantly growing population, particularly with young families, and as such providing a mix of dwelling diversity and affordable housing is paramount across the State.

Outcome 02 of Plan Melbourne seeks to provide housing choice in locations close to jobs and services. In the context of Kingston and the Precinct there needs to be facilitation of new housing within the established Activity Centre which has access to jobs, services and sustainable transport, as part of creating more walkable neighbourhoods in middle and outer areas.

This approach will support greater housing diversity and encourage the right mix of housing by enabling local residents to downsize or upsize without leaving their neighbourhood.

As part of the Victorian government's growth strategy, this urban renewal Precinct should seek to deliver a coherent design response that encompasses a high quality neighbourhood, with a true mix of uses including jobs and housing, which support, and are supported by, the existing Activity Centre and transport connections.

Emerging Development Context

There is sufficient evidence in the current market for new types of higher density development occurring now within the Activity Centre, to strengthen its municipal role.

The Precinct also has significant potential to deliver a new critical mass of population through residential accommodation, thereby supporting activity within the Centre through new higher density and land uses. In turn, this will reduce pressure on surrounding established low scale residential areas by accommodating density in the designated Activity Centre.

Land Ownership Structure

The Precinct is broken up between eight (8) different land owners, most of whom are developers, seeking incentive and the potential for significant development change, above and beyond the limitations and uncertainty of the existing planning controls. These land owners have been met with and consulted as a part of this process.

Activity Centre Context

Although the Precinct is located within the Moorabbin Activity Centre, its segregation over the highway, low scale and poor quality built form profile and existing uses very much underplay its role.

In order to fulfill its role and responsibility as part of an Activity Centre and the proximity it provides to sustainable transport, services and jobs, future higher density development is necessary and will add a vibrancy and diversity of uses to the existing centre. The Precinct is almost blank canvas in its ability to attract new forms of development, which in turn can strengthen the Centre as a whole and potentially support a more 24-hour local economy.

Physical Characteristics

In a physical context the Precinct is ad-hoc and offers little public realm amenity, no open space, poor building quality, and a limited mix of land uses (including commercial and community), which do not deliver on its role as part of the Moorabbin Activity Centre.

Although the Precinct is highly visible from the abutting high speed interfaces of the railway corridor and the Nepean Highway, due to these constraints the Precinct is under-utilised and has very little activity and foot traffic.

Given the shape and interfaces of the Precinct, it has no sensitive interfaces to contend with, just the residential land uses to the west, which are set back at a distance over the railway corridor. As such there are no physical constraints as to why the Precinct shouldn't undergo development change and intensity in the future.

The Need for Open Space

The open space network currently accommodates larger regional parks and recreational spaces, but is lacking in local network of smaller neighbourhood and pocket spaces in the vicinity of the Precinct.

Given the lack of small pocket / open spaces within the Activity Centre and the potential future development density supported by the strategic background documents, there is the future need and opportunity for small public park / open space amenity within the Precinct.

Traffic + Transport

The Precinct offers locational advantages for development to existing road and rail networks: on a main arterial Highway and in walking distance to Moorabbin Station. This high level of connectivity is imperative to support higher density development and to support the viability of certain types of land uses such as mixed-use, commercial, community uses and residential.

Access to the site from the Highway for vehicles is currently via a service lane, which has no priority for egress from the site. Given the level of development potential anticipated, it is clear that a new intersection will be required where Exley Drive meets the Nepean Highway to manage traffic flow into and from the Precinct, particularly at peak periods.

Although Nepean Highway poses an east-west barrier for pedestrian and cyclist movement, there are a number of informal bicycle routes to the north of the Precinct that connect to on-street bicycle lanes located on South Road and an off-road shared path on Nepean Highway, north of the intersection with South Road providing accessibility to a wider bicycle network.

Heritage Considerations

The heritage review and specialist advice has illustrated that there are no restrictions that cannot be mediated or designed out as part of the Urban Design Framework. Special attention will be paid to the heritage requirements for the Precinct, which won't prevent redevelopment within the Precinct.

Introduction + Background

Economics

Having analysed existing economic performance of the area, we have observed that a combination of three key constraints typically block the redevelopment opportunities in urban renewal projects, such as this Precinct. These constraints are:

- **Planning Controls:** the current Activity Centre Zone does not provide developers adequate flexibility to tailor development solutions that meet market demand. A simple test to determine whether current controls are providing an effective opportunity for preferred uses in the precinct is the measure of any new development. Given there is no new development is reasonable to conclude that the current controls do not create an environment suitable for preferred uses;
- **Site Constraints:** the current ownership, leaseholds and land title configurations that fragment physical development options available for the precinct; and
- **Economic Viability:** existing land owners have been unable to determine uses that generate adequate financial return to justify the redevelopment of existing sites.

There is no evidence of development having occurred within the Precinct under the current Activity Centre Zoning within the Planning Scheme. This suggests an economic failure and the existing planning controls that aren't doing enough to support growth and development change.

We would encourage future planning controls to be less restrictive in regards to land use and building heights.

Insights gained from interviews with the land owners, some of whom are who are experienced developers, revealed that in addition to the constraints already noted, the sites are also not being redeveloped due to:

- **Planning Controls:** land owners are aware Council is reviewing the planning controls for the western precinct and are awaiting the new planning regime to be adopted;
- **Site Constraints** – including title configurations and properties being subject to existing lease agreements and cannot be developed until the leases expire;
- **Economic Viability** – challenging project funding environment – specifically difficulty in obtaining project finance to fund new development is deterring development activity;

It is noted that the residential apartment market is well supported by the demographic profile of Moorabbin.

A key message from this background work is that the Urban Design Framework needs to be flexible enough to allow for a range of uses within broad building envelopes to give developers some certainty over built form possibilities. The current planning controls need to be updated to reflect new development parameters and provide developer certainty, ensuring confidence for future investment to attract a range of end users which will support a viable development.

The Activity Centre Zone (ACZ)

The current planning mechanism which determines development parameters across the Precinct is the Activity Centre Zone, Schedule 1 (ACZ1), which to date has had limited success in measured development outcomes.

The following aspects of the current ACZ control which aren't working, include:

- **Blanket five (5) storey height** limit across the Precinct. It is not in line with the current development or market context of the area, nor does not it illustrate any rigour as to how the Precinct can be responsive in locating mass and bulk, for example, locating landmark and taller built forms at the high speed edges and lower scale buildings to the west and rear of the Precinct. Current planning controls also have a lack of direction on how the application of discretion can be applied;
- **Three (3) storey street edge** height to the Nepean Highway. This interface is an open and high speed environment which need not be constrained by a control which usually seeks to protect active people-focused streetscapes within centres;
- **Nominated uses** including entertainment, hotel and regional convention facility. These uses have not shown any basis in our market analysis and are also more likely to be successful in the main part of the Activity Centre where larger scale development is now occurring. This has been evidenced by applications at 420 South Road and pre-application interest at 2/2A Station Street both including hotel and serviced accommodation uses;
- **Non-permitted uses** as listed within the Schedule which limits development and propagates a lack of flexibility;
- **No mention or identification of any public open space.** With a Precinct as prominent and envisaged for significant development change, small additions to and relief spaces within the public realm are of high value and importance;

- **No mention or outline of framework to demonstrate how lots can be consolidated** and how equitable access provision can work;
- **No clear heritage response.** There is no specific clarity or direction around how development can occur respectfully and in line with the character of the existing heritage building; and
- **No clear direction or outline of what good design or equitable development outcomes should be.**



Nightingale 2.0 mixed-use development - Fairfield, VIC



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02 Project Vision and Principles

This chapter illustrates the overarching Vision and Principles which will guide the Precinct's design.

Project Vision and Principles

Vision

This Urban Design Framework will guide the transformation of the Precinct to accommodate **a new kind of middle suburban lifestyle that fosters flexible, higher-intensity, greater-vibrancy, environmentally-sustainable living and working environments** through quality, people-oriented urban form and amenity.

Moorabbin Activity Centre Western Precinct will be transformed into a **high-amenity precinct** leveraging its local and metropolitan connectivity. Accommodating home, work, community and play **Moorabbin Western Precinct will embody a mixed-use community**

A quality public realm including **new open spaces and permeable green connections** prioritise pedestrian movement and provide generous opportunities for interaction. Consolidation of vehicle access and enhancements to the street network support this renewed focus on active movement.

A **precinct wide approach to planning** enables the gateway precinct to take advantage of land consolidation and its highway presence whilst providing an **attractive and intimate setting for its diverse community within**. Design excellence, sustainability and adaptability will be delivered by a built form environment that **centres on the human scale and a people-oriented experience**

Principle 01
A People Orientated Precinct

The Precinct renewal will establish an environment that puts people first. Centring on the experience at eye level, a quality, new public realm will prioritise the pedestrian experience, active movement and opportunities for interaction.

High-quality urban form will respond to the human scale through active edges and tactile materiality which support vibrant streets. Landscaped streets, canopy tree cover and delivery of a new open space will further boost the amenity and public life at the street level.

High-quality and well-considered design will extend into the private realm to ensure high levels of amenity in the home, workplace and other internal spaces.



Principle 02
An Integrated and Connected Precinct

Strengthened connections across the highway and an enhanced urban environment will re-establish the Precinct's role as a key part of the Moorabbin Major Activity Centre.

Diverse uses at a greater intensity will capitalise on the Precinct's accessibility to services, recreational open space and public transport options which provide seamless connectivity to the CBD and broader metropolitan Melbourne.

For those accessing Nepean Highway by car, access to and from the Precinct will be consolidated to create safer and clearer vehicle movements.



Project Vision and Principles

**Principle 03
Deliver a Cohesive, Flexible and Functional Precinct**

The renewal of the Precinct will be underpinned by functionality and flexibility catering to an evolving mixed-use environment.

Adaptive floorplates will enable the Precinct to accommodate commercial and community uses at a variety of scales and enable adjustments as market demands change. Diverse housing stock will cater to a broad range of needs required for a new residential community.

New developments will demonstrate innovative and high-quality architectural design which delivers a well-defined streetscape and cohesive activity centre Precinct.



**Principle 04
Enable Higher Development Intensity**

Increased development intensity within the Precinct will enable a greater diversity of uses, structured to create active streets and vertical communities.

Lot consolidation is encouraged to facilitate greater development intensity and to provide enough area to contribute land to the public realm, manage public and private amenity, maintain view lines to significant buildings and provide meaningful landscaping.

Clear design expectations will provide greater certainty on built form outcomes and direct greater height and development intensity to Nepean Highway, tapering down to more sensitive interfaces.

Development renewal will deliver net community benefits to establish an inclusive and connected community.



**Principle 05
Enable an Environmentally Sustainable Precinct**

The renewal of the Precinct will promote sustainable design outcomes and strategies for urban cooling.

Development will deliver low-carbon, high-energy efficiency, integrated water management and urban greening in the public and private realm.

Active transport modes will be prioritised through the delivery of a walkable and cyclable neighbourhood that is well connected to services and public transport modes.





Matron Ruby Grant Park - Church Point, NSW



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03 Framework Approach and Design Guidelines

This chapter illustrates the framework approach for the site and subsequent design guidelines, organised into four (4) key themes: built form, public realm, movement and access; and land use.

Framework Approach and Design Guidelines

Framework Plan

The Framework Plan for the Precinct incorporates all the qualities described in the Vision and overarching Principles.

Urban Design Moves

The urban design moves provide a summary of the proposed strategies of the Framework Plan. The strategies are developed in detail in the following theme sections:

- Theme A: Access and Movement
- Theme B: Public Realm
- Theme C: Built Form
- Theme D: Land Use

Each theme section contains a series of objectives and guidelines, which will enable the long-term development of the Precinct.

- Existing Activity Centres
- Existing Pedestrian Crossing
- Proposed Pedestrian Crossing

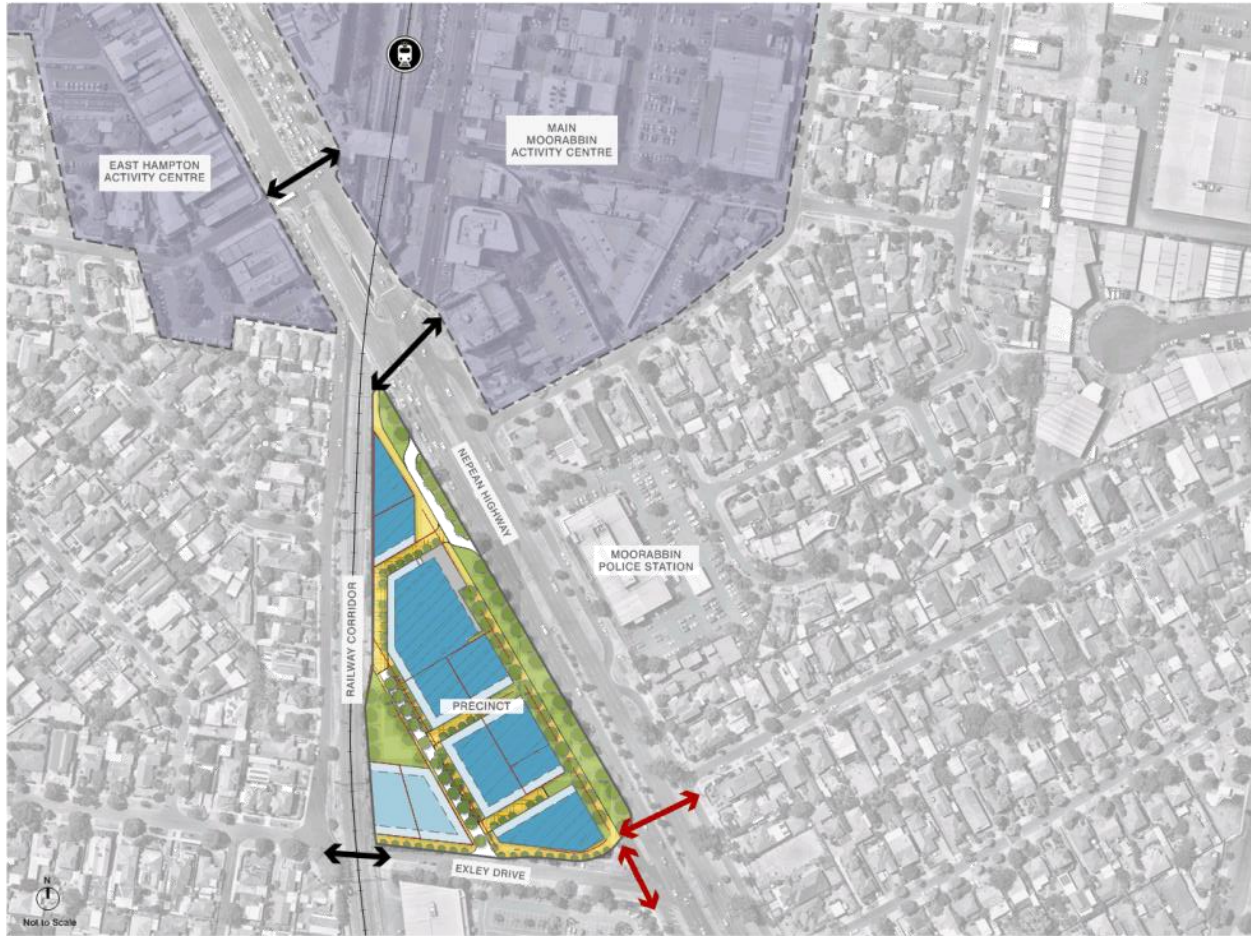


Figure 07: Framework Plan in Relation to Existing Activity Centres

Framework Approach and Design Guidelines

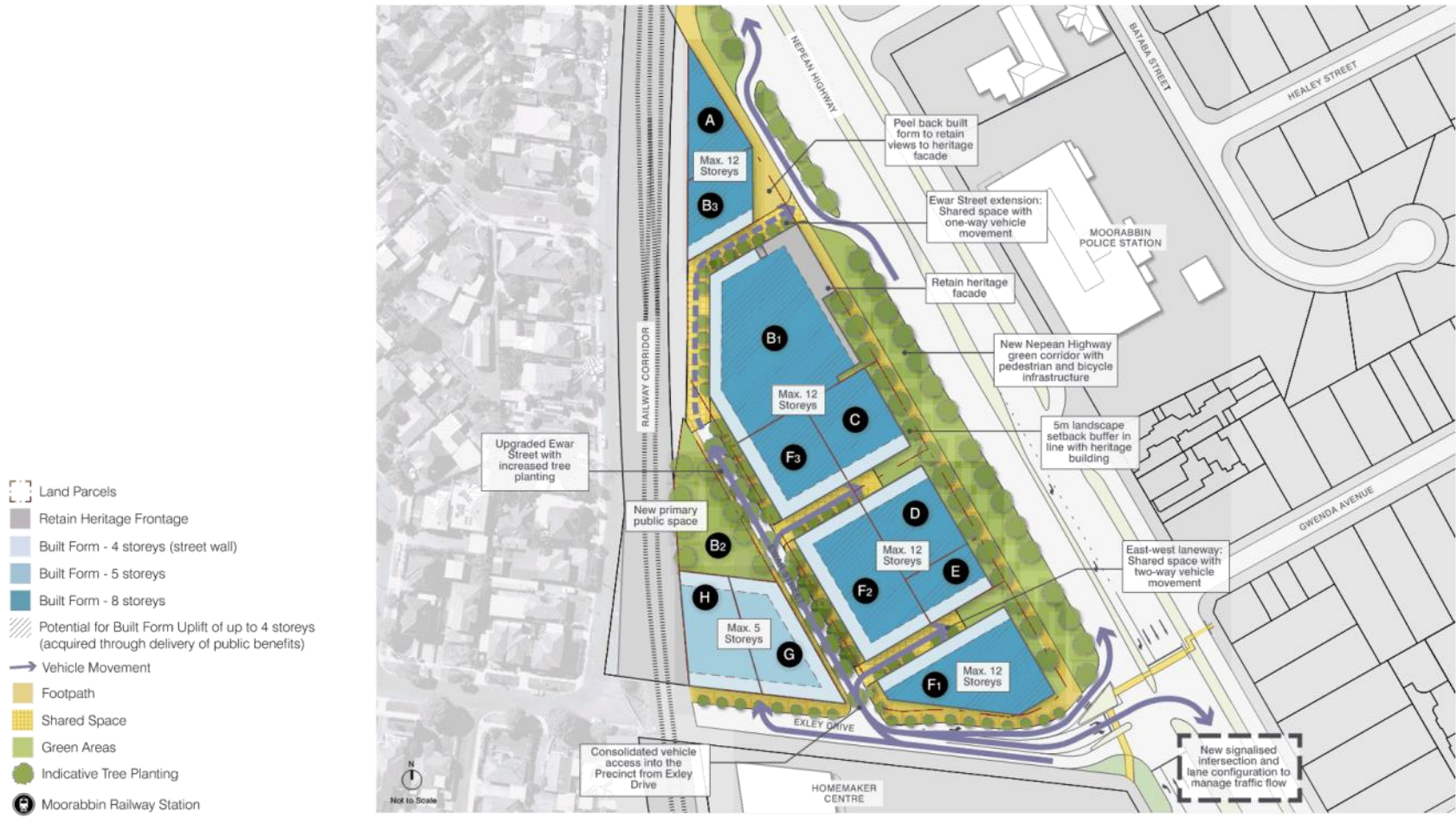


Figure 08: Framework Plan

Framework Approach and Design Guidelines

THEME A: ACCESS AND MOVEMENT

**Urban Design Move 01.
New East-West Connections**

- Introduce three shared laneways to provide physical access, pedestrian permeability and built form break-up to the Precinct.
- Distribute the alignment of new laneways equitably within larger land parcels and between smaller land parcels.
- Subdivide parcel B1 into parcels B1 and B3 to allow for formalised vehicle connection to Nepean Highway.
- Subdivide parcel F into parcels F1, F2 and F3 to allow for new laneways.

**Urban Design Move 02.
Consolidated Vehicle Access**

- Retain service lane north of parcel B1 for Precinct access to Nepean Highway.
- Introduce formalised road connection as a continuation of Ewar Street to Nepean Highway.
- Consolidate vehicle access into the Precinct via a new signalised intersection at Exley Drive and Nepean Highway.
- Consolidate access to parcels via Ewar Street through new laneways.

THEME B: PUBLIC REALM

**Urban Design Move 03.
Nepean Highway Green Corridor**

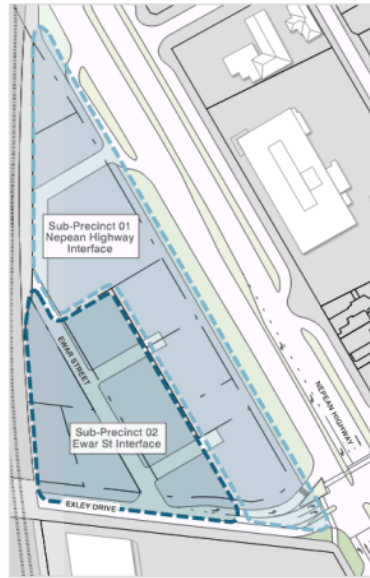
- Close service lane from the corner of Exley Drive to the north corner of parcel B1 and convert it into a green corridor and buffer to Nepean Highway.
- Provide safe and convenient pedestrian and bicycle connection along the green corridor to the main Activity Centre to the north.
- Enhance landscape of the green corridor, providing amenity to new built form fronting Nepean Highway.

**Urban Design Move 04.
Cohesive Public Realm**

- Provide new public open space for respite, recreation and social interaction in central location within the Precinct.
- Improve walkability within and around the Precinct through high-amenity laneways and pedestrian connections with increased landscaping.
- Provide defined footpaths to ensure built form is properly integrated with the surrounding public realm.

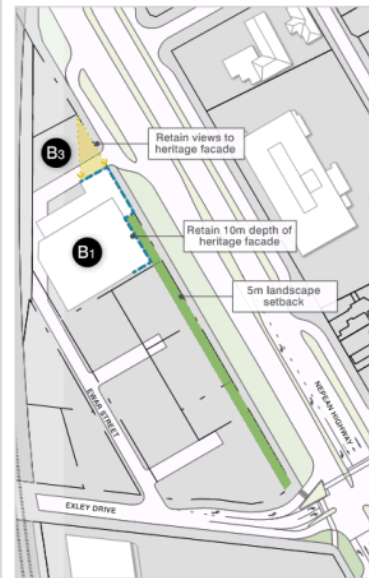
THEME C: BUILT FORM & THEME D: LAND USE

Urban Design Move 05.
Sub-Precincts and Interfaces



- Establish two distinct sub-precincts that respond to existing interfaces and surrounding built form.
- New built form must respond to existing sub-precinct conditions, being higher-scale built form in Sub-Precinct 01 and lower-scale built form in Sub-Precinct 02.
- This approach allows future development to be in-keeping with emerging built form in the main Activity Centre to the north while responding to lower-scale neighbourhoods to the west.

Urban Design Move 06.
Protect and Respond to Heritage Fabric

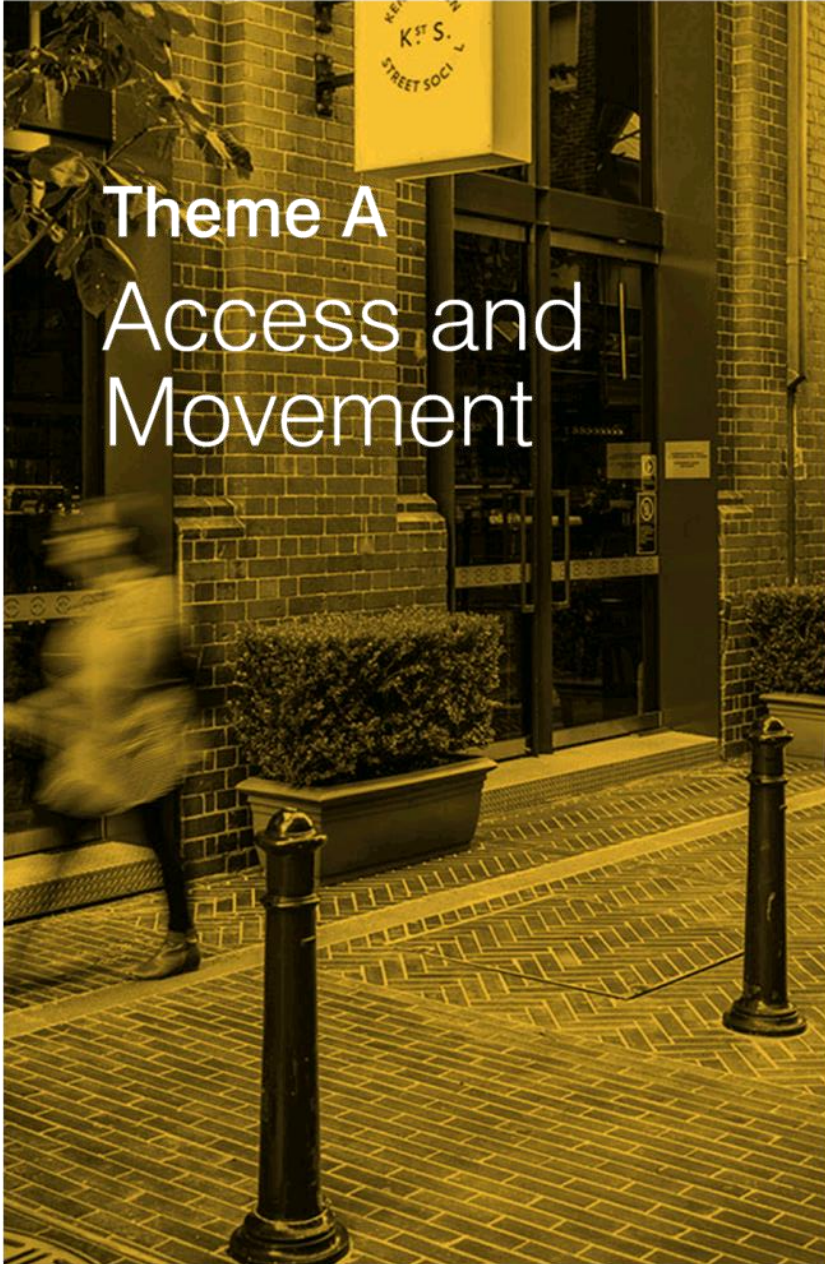


- Enable the expression of volumes and architectural design of the heritage building through mandatory retention of a 10 metre depth of the heritage facade.
- Provide a 5 metre landscape setback to Nepean Highway from parcel B1 southwards, responding to the alignment of the existing heritage building.
- Provide a 15 metre angled setback to parcel B3 to retain views to the heritage facade on approach from the north.

Design Move 07.
Built Form to Frame the Public Realm



- Develop the Precinct as a continuation of the main Activity Centre, characterised by mixed-use activities and services.
- Define and provide surveillance and activation to streetscapes by delivering consistent built form edges along street frontages.
- Encourage landmark buildings within highly visible locations.



Theme A

Access and Movement

Located between the Frankston Railway Corridor and Nepean Highway, safe and convenient access and movement will be paramount for the successful development of the Precinct.

This section provides parameters and resolutions to rationalise vehicular traffic and deliver an attractive environment for pedestrians, cyclists and public transport users.

A1. Access and Movement Objectives

- Reintegrate the Precinct into the surrounding urban fabric.
- Create a mixed-use Precinct that offers easy walking access to local destinations and contributes to a 20-minute neighbourhood.
- Enhance connectivity with the main Moorabbin Activity Centre.
- Encourage safe and convenient movement of people through an interconnected network of pedestrian and bicycle paths.
- Maximise connectivity and permeability through an improved street network with defined hierarchy of access and function.
- Considering projected increase in traffic volumes, improve vehicle access to Nepean Highway through reconfiguration of slip-lane and street intersection.
- Facilitate and encourage public transport usage.
- Enable lot consolidation and manage internal vehicular movement through consolidation and rationalisation of access points.
- Prioritise pedestrians and cyclists within the Precinct with the adoption of traffic-calming measures.
- Provide a high-amenity public realm and enable increased areas of public space by concealing on-site car parking behind active street frontages or below ground.

Framework Approach and Design Guidelines

Movement and Access Plan

This plan illustrates this Urban Design Framework's response to pedestrian, cyclist and vehicle access and movement around the Precinct.









-  Land Parcels
-  Indicative Building Envelopes
-  Public Open Space
-  Vehicle Entry Points to Buildings
-  Vehicle Entry Into the Precinct
-  Vehicle Egress Out of the Precinct
-  One-way Vehicle Egress Out of the Precinct
-  Bicycle Access and Movement



Figure 09: Access and Movement Framework Plan

Framework Approach and Design Guidelines

A2. Movement and Access Guidelines

Pedestrians and Bicycle Connections

1. Introduce two shared laneways and one road connection to provide east-west physical access and pedestrian permeability to the Precinct.
2. Distribute the alignment of new laneways and road connection equitably within larger land parcels and between smaller land parcels (see Land Parcels and Setbacks Table on pages 41 and 42).
3. Subdivide parcel B1 into parcels B1 and B3 to allow for formalised northern connection to Nepean Highway as an extension of Ewar Street (see Land Parcels and Setbacks Table on pages 41 and 42).
4. Subdivide parcel F into parcels F1, F2 and F3 to allow for new centre and southern laneways (see Land Parcels and Setbacks Table on pages 41 and 42).
5. Considering the potential for different land consolidation arrangements (see Figures 29 and 30), the proposed centre laneway can be located either:
 - Option 1: between parcels C, D, F2 and F3 (see Figure 10); or
 - Option 2: between parcels B1, C and F3 (see Figure 11).

In this report maps and diagrams show centre laneway as Option 1, however Option 2 is equally accepted.

Centre Laneway Location - Option 1



Figure 10: Centre Laneway Location - Option 1

Centre Laneway Location - Option 2



Figure 11: Centre Laneway Location - Option 2

Framework Approach and Design Guidelines

6. Establish clear hierarchy of streets and laneways to improve pedestrian permeability and way-finding across the Precinct (see Figure 12).
7. Reinforce and formalise the existing pedestrian connections within the Precinct to Station Street, Moorabbin Railway Station and the main Moorabbin Activity Centre (see Figure 13).
8. Create safe and continuous connections into existing pedestrian paths beyond the site. More specifically to the main Activity Centre to the north, over Nepean Highway and to existing residential areas to the west (see Figure 13).
9. Provide recognisable entry gateways or focal points visible from adjoining streets to direct people into the Precinct.
10. Provide high-quality pedestrian and cyclist connection along the Nepean Highway frontage (see Figure 13).
11. Use consistent recognisable landscape treatments within streets and laneways to facilitate legibility and navigation within the Precinct.

Vehicle Circulation and Parking

12. Retain service lane north of parcel B1 for Precinct access to Nepean Highway.
13. Introduce formalised one-way road connection as a continuation of Ewar Street to Nepean Highway.
14. Consolidate vehicle access into the Precinct via a new signalised intersection at Exley Drive and Nepean Highway.
15. Consolidate access to parcels via Ewar Street through new laneways to avoid driveways onto Ewar Street and Nepean Highway.
16. Consolidate loading to commercial uses within new laneways to avoid driveways onto Ewar Street and Nepean Highway.
17. Provide on-street car park along Ewar Street and Exley Drive.

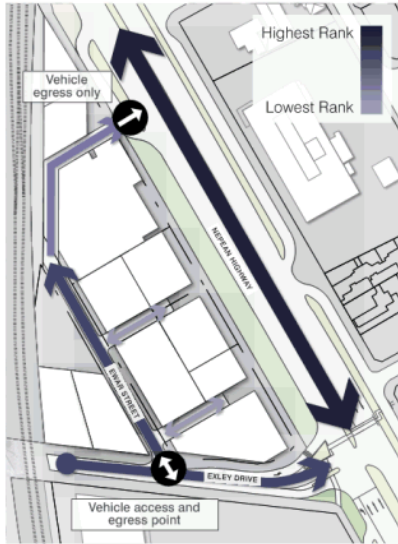


Figure 12: Street Network Hierarchy

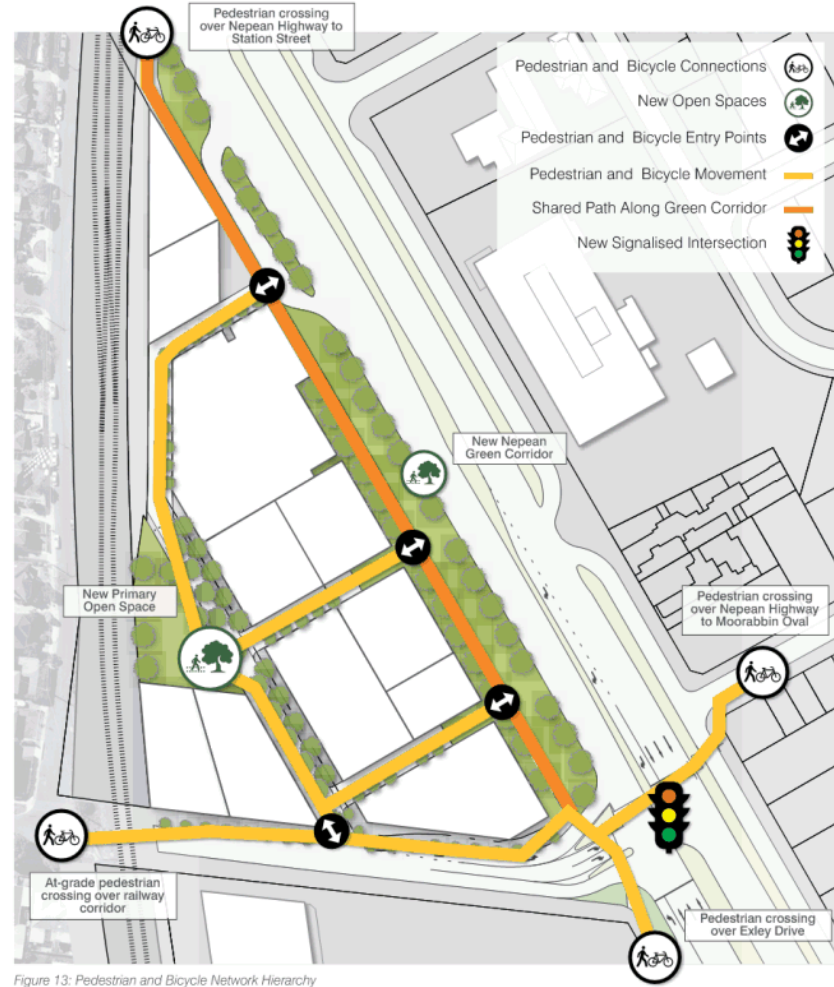


Figure 13: Pedestrian and Bicycle Network Hierarchy

Framework Approach and Design Guidelines

Nepean Highway Interface Section



Figure 14: Nepean Highway Interface Section

Framework Approach and Design Guidelines

Ewar Street Section - Public Open Space Interface

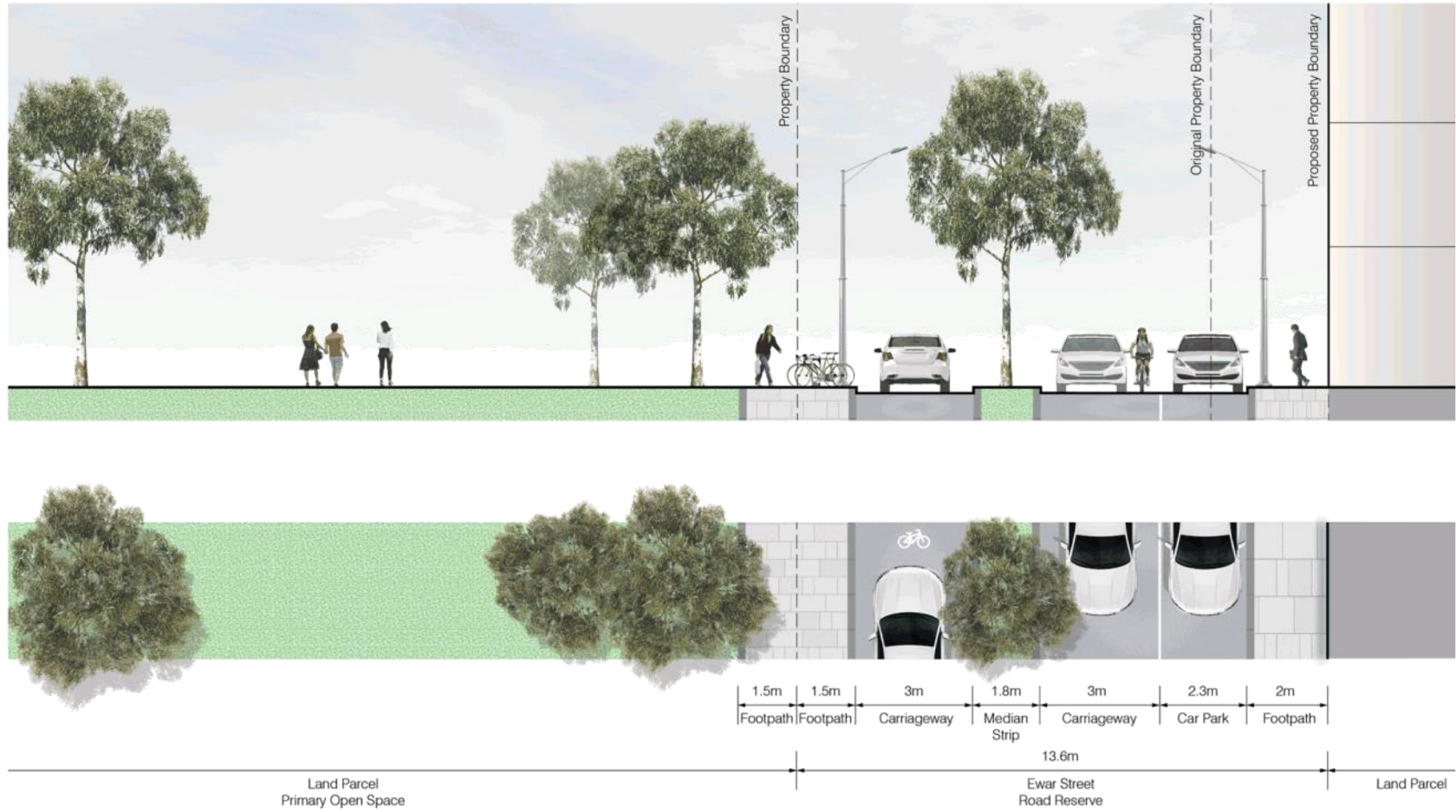


Figure 15: Ewar Street Section - Public Open Space Interface

Framework Approach and Design Guidelines

Exley Drive Section

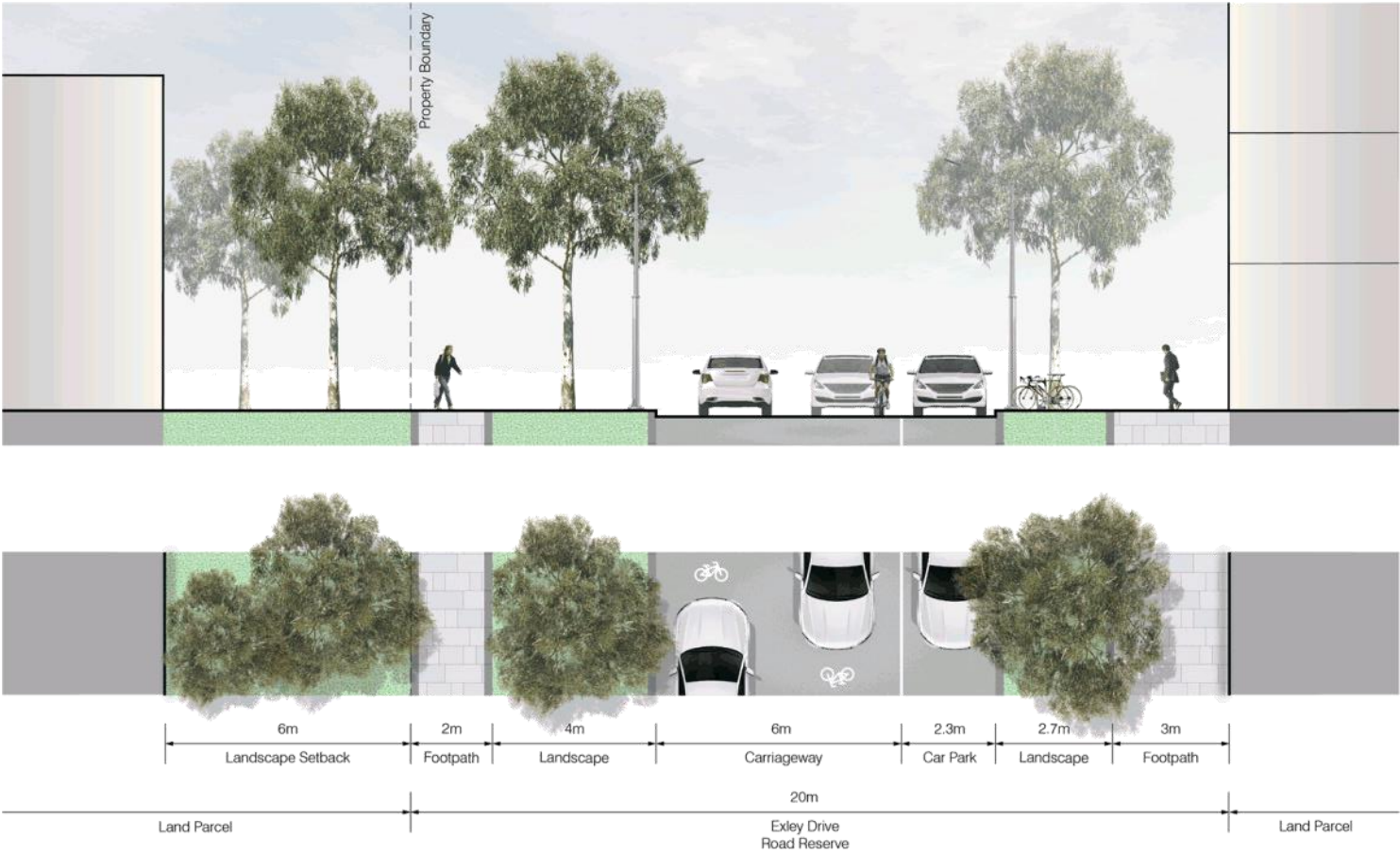


Figure 16: Exley Drive Section

Framework Approach and Design Guidelines

One-way Laneway Section - Connection to Nepean Highway

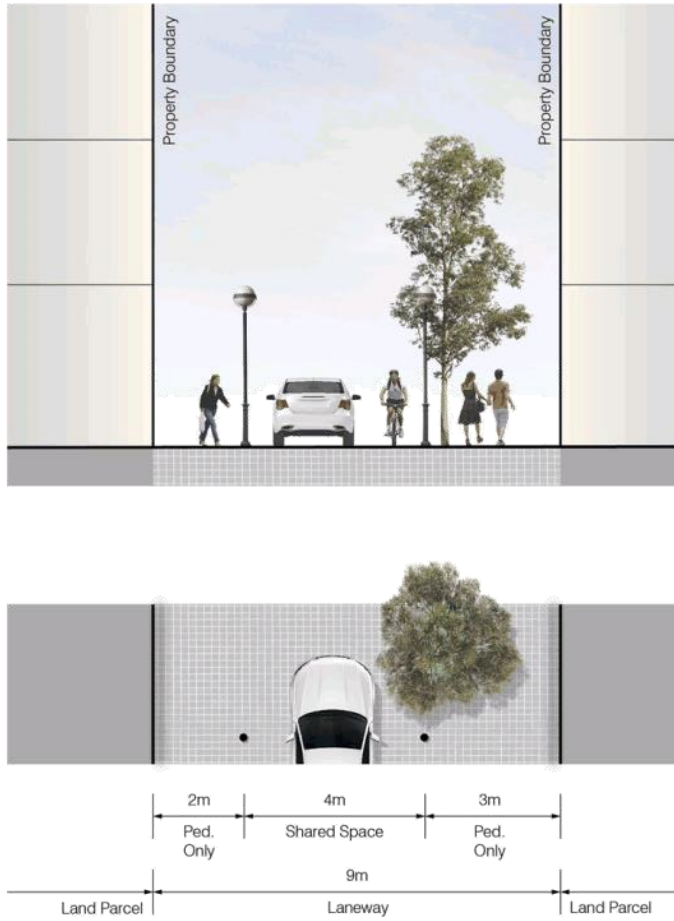


Figure 17: One-way Laneway Section - Connection to Nepean Highway

Two-way Laneway Section - Internal Connection

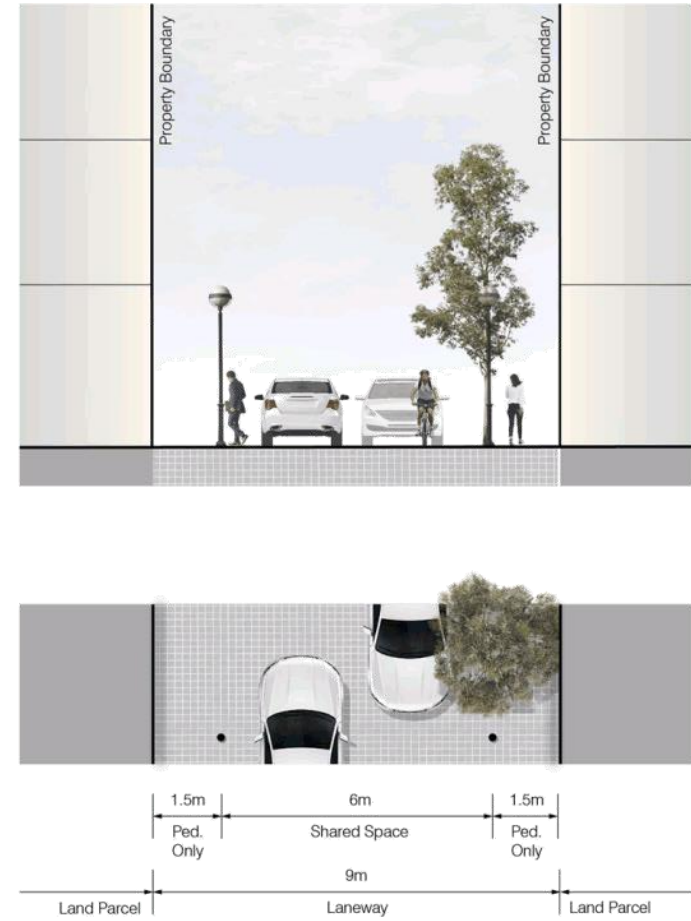


Figure 18: Two-way Laneway Section - Internal Connection



Theme B Public Realm

Characterised by an urban environment dominated by public transport and road infrastructure, the public realm within the Precinct will need to be carefully designed to create public spaces that are pleasant and enjoyable for the community.

The network of public spaces, including streets and laneways, will have to cater for a growing and diverse population, creating opportunities for people to engage and connect with each other.

B1. Public Realm Objectives

- Provide new streets, lanes and public open spaces that are connected, safe and permeable to facilitate movement, access and passive recreational uses.
- Create a diverse network of public spaces that is accessible for use by future residents, workers, visitors and the wider community.
- Create new streets and lanes that can accommodate vehicle and bicycle movement, as well as safe pedestrian use, including walking, sitting and social interaction.
- Enhance the amenity and experience of the Precinct's existing streetscape frontages, providing spatial definition to streetscapes and encouraging pedestrian use.
- Encourage residential communal open spaces within the Precinct that support a highly liveable neighbourhood environment within a higher-intensity residential setting.
- Ensure significant landscape areas and tree planting provide visual relief and high amenity to the public realm, contributing to the urban cooling of the Precinct.
- Reinforce the Nepean Highway as an emerging boulevard and an attractive urban development corridor.

Framework Approach and Design Guidelines

Public Realm Plan

This plan illustrates this Urban Design Framework's response to the public realm including streets, laneways and open spaces.


-  Land Parcels
-  Indicative Building Envelopes
-  Footpath
-  Shared Space
-  Green Areas
-  Indicative Tree Planting



Figure 19: Public Realm Framework Plan

Framework Approach and Design Guidelines

B2. Public Realm Guidelines

Public Open Spaces Hierarchy

- Establish a hierarchy of open spaces within the Precinct as follows by order of importance (see Figure 20):
 - New centrally located primary public open space;
 - New green corridor along Nepean Highway;
 - Upgraded Ewar Street;
 - New shared space on the extension of Ewar Street;
 - New east-west laneways with landscape terminations; and
 - Residents communal open spaces.

Primary Public Open Space

- Provide a new centrally located primary public open space within land parcel B2, as this parcel allows for:
 - Safe and convenient access through the proposed movement network;
 - Broad and open frontage to Ewar Street;
 - Direct ground level activation by abutting built form within parcels G and F;
 - Ground level activation by built form across Ewar Street;
 - Community safety through high levels of surveillance by surrounding built form;
 - Adequate solar access throughout the year; and
 - Long distance views across the railway corridor.

Nepean Highway Green Corridor

- Close service lane from the corner of Exley Drive to the north corner of parcel B1 and convert it into a green corridor and buffer to Nepean Highway.
- Provide safe and convenient pedestrian and bicycle connection along the green corridor to the main Activity Centre to the north.
- Enhance landscape of the green corridor, providing amenity to new built form fronting Nepean Highway.
- Provide active interfaces to built form fronting Nepean Highway.
- Encourage ground level commercial and community uses within built form along Nepean Highway.

Ewar Street and Shared Space Extension

- Reconfigure Ewar Street as the primary internal street, with road reserve of 13.6m in width providing high urban amenity including, footpaths, tree planting and on-street car parking (see Figure 14).
- Prioritise pedestrian circulation on Ewar Street by providing traffic calming measures including, raised pedestrian crossings, landscape medians, low permitted vehicle speed and textured paving materials (see Figure 20).
- Reconfigure the existing connection to Nepean Highway as a 9-metre-wide shared-way extension of Ewar Street giving priority to pedestrians and cyclists. Shared-way should provide: (see Figure 16)
 - Low permitted vehicle speed;
 - Continuous leveled surface;
 - Textured paving materials; and
 - Landscape opportunities.

East-West Laneways

- Improve walkability within and around the Precinct through the provision of high-amenity laneways and pedestrian connections with increased landscaping (see Figure 17).
- Configure laneways as shared spaces with no-through vehicle connection onto Nepean Highway.
- Provide green pedestrian spaces at the eastern entrance of laneways to:
 - Identify pedestrian entry points which are visible from adjoining streets;
 - Accommodate passive recreational uses;
 - Provide visual relief; and
 - Break-up built form, increasing pedestrian permeability.

Resident Communal Open Space

- Provide a range of spaces from intimate scale to larger break-out spaces, at ground and/or podium levels, catering for varying purposes, events, and user needs, such as:
 - Respite: reading, relaxing, enjoying the sun;
 - Social: BBQ's, outdoor dining, lounge spaces; and
 - Active: Outdoor gyms, bocce, table tennis.

- Provide planted podium environments and green facades for resident amenity.

General Guidelines

- Provide defined footpaths to ensure built form is properly integrated with the surrounding public realm.
- Locate and orient new public open spaces for optimised solar access between 11am and 3pm on September 22nd.
- Encourage diverse spatial arrangements, surface materials and landscape treatments, establishing a contemporary urban open space character.
- Encourage passive surveillance through the location, siting and design of new publicly accessible spaces.
- Expand the main Activity Centre signage palette into the Precinct.



Figure 20: Public Open Space Hierarchy

Ewar Street Public Realm

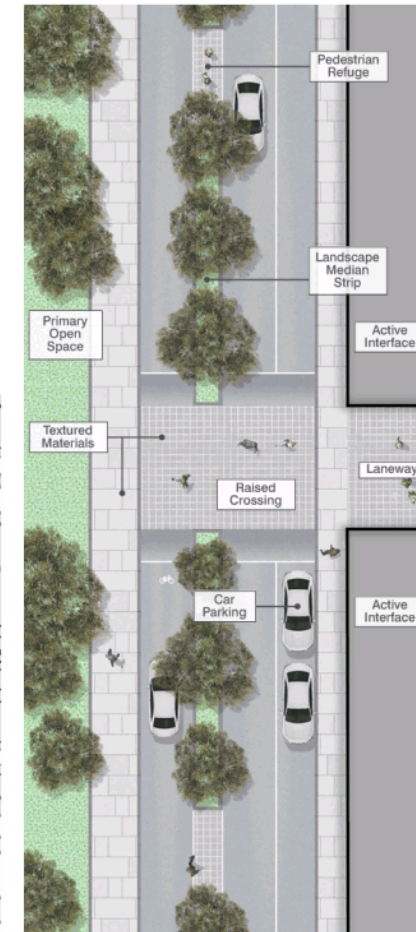


Figure 21: Ewar Street Public Realm

Framework Approach and Design Guidelines

Public Open Space Details



Figure 22: Primary Public Open Space

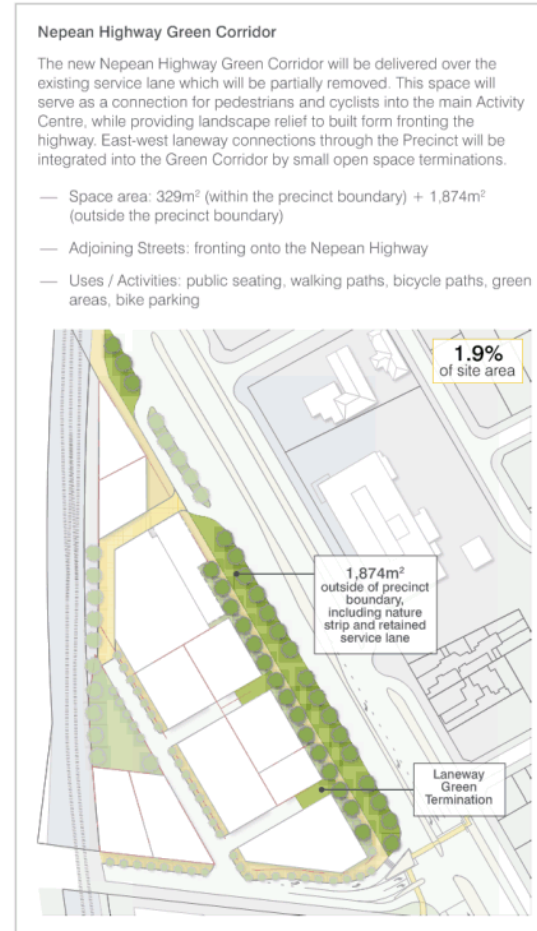


Figure 23: Nepean Highway Green Corridor

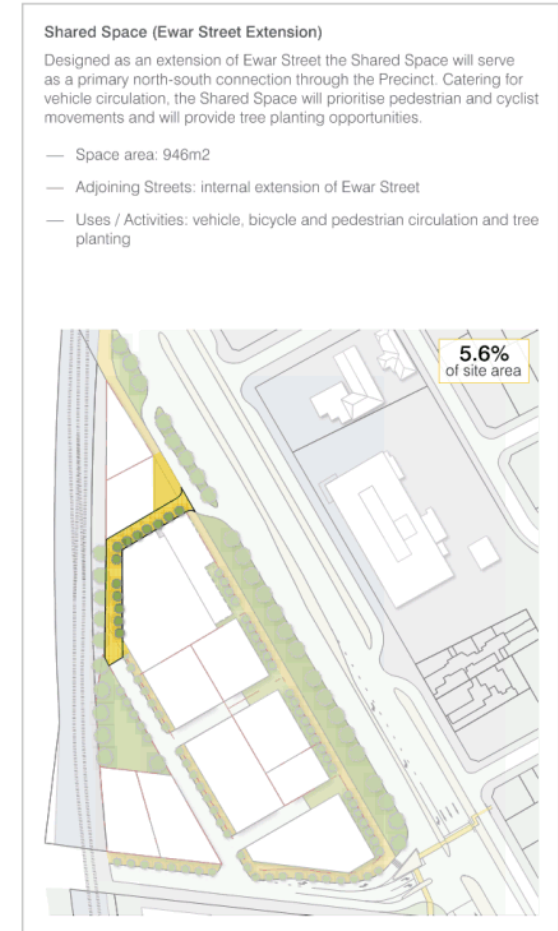


Figure 24: Shared Space (Ewar Street Extension)

Framework Approach and Design Guidelines

Primary Open Space View (Ewar Street)



Framework Approach and Design Guidelines

Green Corridor View (Nepean Highway)





Theme C Built Form

Built form addresses all the elements of the physical form proposed for the Precinct, what can be accommodated and how – the buildings massing, siting, orientation, presentation to streetscapes, their interfaces and potential impacts on neighbouring areas.

C1. Built Form Objectives

- Facilitate higher-intensity, mixed-use development that is responsive to the Precinct context, and contributes to the amenity of surrounding streets.
- Encourage architecturally designed landmark built form which elevates the Precinct's profile and connects it back into the main Activity Centre.
- Ensure built form components respond to and manage the transition between various site interfaces and contextual conditions: Nepean Highway, local streets, existing fine grain residential built form, railway corridor, close-up views within the site, and skyline/distant views on the key movement corridors abutting the site.
- Optimise amenity, outlook and daylight/sunlight access for apartments, as well as natural light to the public realm and the visibility of sky between buildings.
- Utilise built form to frame the site and create distinct street frontages.
- Ensure built form and building interfaces provide human scale to streetscapes, creating a distinct sense of place for the Precinct.
- Ensure built form allows for direct sunlight to the public realm and public spaces at specific times.
- Encourage contemporary architectural responses which respond to and retain important view lines to the heritage building within the Precinct.
- Encourage adaptable and flexible building floor plates that can accommodate for future market changes.
- Achieve best practice urban and architectural design to ensure long-term use and more sustainable built form.
- Provide clarity around permitted development outcomes for landowners and the community.
- Ensure equitable development of land parcels across the Precinct.
- Provide incentives for landowners to consolidate land for improved development outcomes.
- Achieve best practice Environmentally Sustainable Design to minimise energy use, maximise water capture and reuse, and minimise waste generation.
- Encourage materials use that mitigates accumulation of urban heat.

Framework Approach and Design Guidelines

Built Form and Heights Plan

This plan illustrates this Urban Design Framework's response to heights, setbacks and built form profiles.







-  Land Parcels
-  Retain Heritage Frontage
-  Built Form - 4 storeys (street wall)
-  Built Form - 5 storeys
-  Built Form - 8 storeys
-  Potential for Built Form Uplift of up to 4 storeys (acquired through delivery of public benefits)



Figure 25: Built Form and Heights Plan

Framework Approach and Design Guidelines

C2. Built Form Guidelines

Massing, Heights and Setbacks

- Future development must comply with heights and setbacks provided in the Built Form and Setbacks Table (pages 41 and 42).
- Future development must achieve the following built form outcomes:
 - Taller built form with continuous frontage to Nepean Highway to create a sense of address to the Precinct (see Figure 26);
 - Downwards height transition from Nepean Highway to the west to create a human scale interface to Ewar Street and proposed primary open space (see Figure 27).
 - Low-scale built form within parcels G and H to provide height transition between the Precinct and sensitive residential uses to the west (see Figure 28);
 - No overshadowing on existing residential lot boundaries on September 22nd between 10am and 3pm;
 - No overshadowing on proposed primary open space on September 22nd between 11am and 3pm (Figure 27);
 - Consider no overshadowing on Ewar Street west side footpath on September 22nd between 11am and 3pm (Figure 28);
 - Consolidate upper level setbacks to avoid excessive stepping outcomes ('wedding cake');
- Ensure adequate building separation to optimise amenity, outlook and sunlight access for apartments and communal areas, and provide views to the sky from the public realm.
 - Minimum 9 metres between habitable rooms up to 4 storeys;
 - Minimum 12 metres between habitable rooms above 4 storeys.
- Where possible, provide basement car parking to avoid visual impact on streetscapes and increase open space opportunities at ground level.

Nepean Highway Indicative Elevation

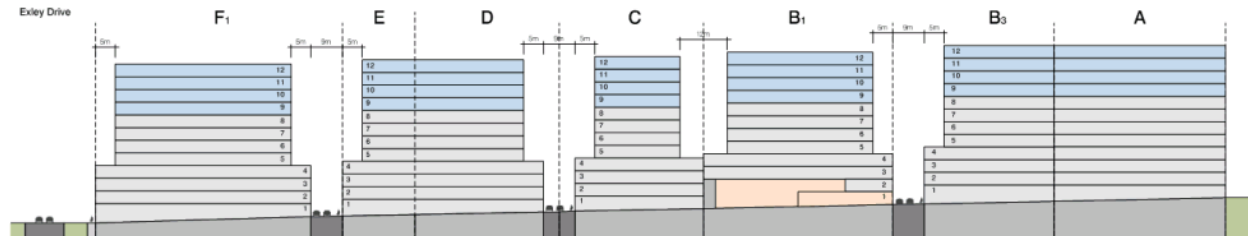


Figure 26: Nepean Highway Indicative Elevation

Indicative East-West Sections

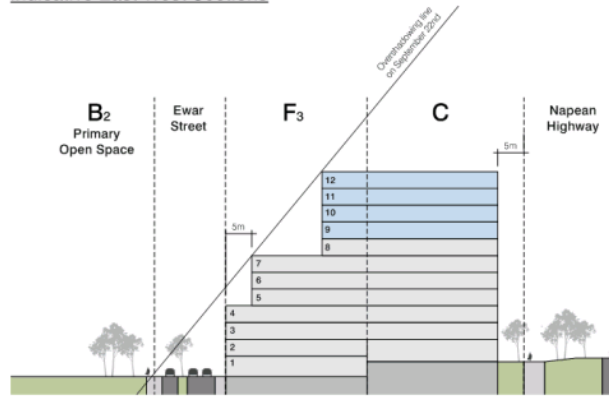


Figure 27: Indicative East-West Section 1

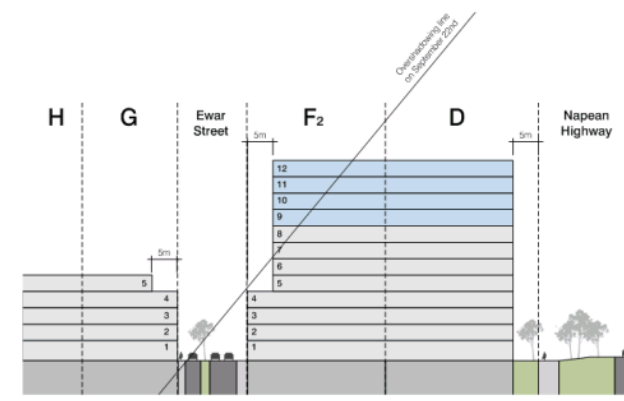


Figure 28: Indicative East-West Section 2

Preferred Height
 Built Form Uplift



Framework Approach and Design Guidelines

Lot Consolidation

- Lot consolidation is encouraged to achieve higher and best use of land.
- Lot consolidation must consider proposed laneway connections and public realm outcomes.

Siting, Interfaces and Edges

- Provide built form which is 'urban' in character with continuous street frontages;
- Activate street frontages with spaces that are regularly occupied at ground level including retail, commercial, civic and service activities, which can spill out into the streetscape.
- Provide active building frontages making use of transparent facades, windows and doors at ground level and pedestrian amenity features such as weather protection canopy, street furniture, directional signage and tree planting.
- Avoid service areas on main street frontages.

- To provide human scale to streetscapes, ensure street walls are well articulated with elements that visually break up the facades of the buildings, including vertical articulation, changes in texture and colour, balconies, doors and windows, insets and projections.
- Along Nepean Highway and Ewar Street built form must comply with the approximate street ratios provided in figures 31 and 32 below.
- To address the harder edge context of Nepean Highway, provide minimum 8-storey street walls.
- To create defined built form frontage to Ewar Street, new internal connections and Exley Street provide 4-storey street walls with taller built form set back 5 metres above it.

Built Form Uplift

- To create opportunities for new public spaces, community facilities and affordable housing within the Precinct, built form uplift can occur within parcels of land identified in the Built Form Framework Plan (see Figure 25).

Built form uplift consists of acquiring rights for the potential to build additional floor space within private land in exchange of quantifiable public benefits for the Precinct.

Public benefits include but are not limited to:

- Release of private land for public open space;
- Affordable or social housing provisions - dwellings or units which title is transferred free of charge to a not-for-profit registered housing association.

- The agreement to allow the acquisition of built form uplift rights is at the discretion of the responsible authority. To acquire built form uplift rights, applicants must demonstrate to the satisfaction of the responsible authority, the nature and impact of the proposed community benefits. That may include community and social impact assessment provided by third parties, community facilities and open space demand analysis, economic assessment of proposed benefits, and any other measures that can enable the responsible authority to quantify the extent of proposed public benefits.

Design quality, architectural expression and sustainability measures are not considered public benefits for the acquisition of built form uplift rights. Requirements regarding these topics are covered by the UDF in items 24 to 30 of this section.

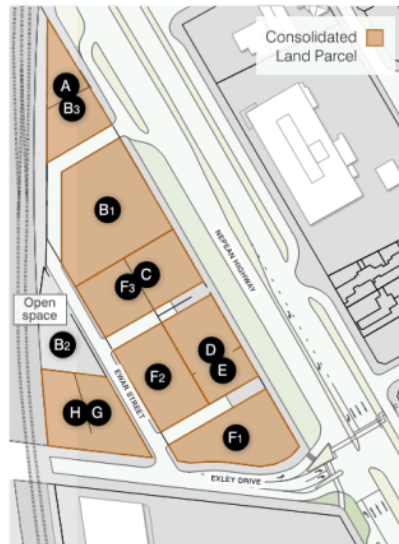


Figure 29: Lot Consolidation - Option 1

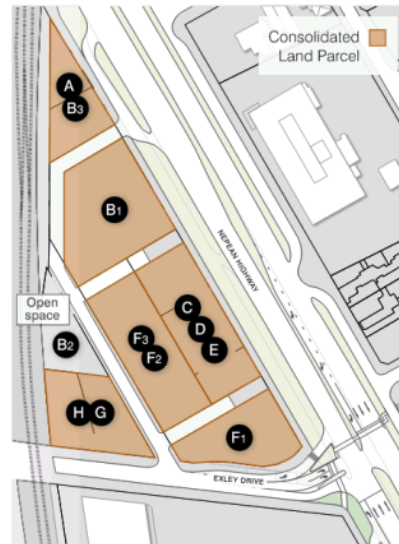


Figure 30: Lot Consolidation - Option 2

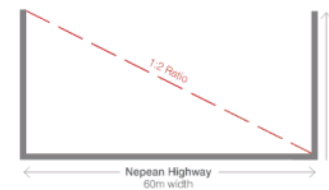


Figure 31: Nepean Highway 1:2 Ratio

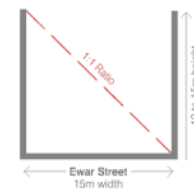


Figure 32: Ewar Street 1:1 Ratio

Framework Approach and Design Guidelines

Heritage

Heritage Overlay HO119 - Moorabbin Ten Pin Bowls - applies to the land parcel B1. HO119 only applies to the facade of the existing building, including external painting controls.

17. Future development within parcel B1 must retain a 10m depth of the decorative brick finishes and two distinct building envelopes, as viewed from the northern elevation and the eastern elevation of Nepean Highway.
18. New development above the existing building must be set back at least 2 metres from the brick facade. Works to the rear of the building past this point, which do not substantially alter the manner in which the building presents to Nepean Highway, are permitted.
19. Preserve the integrity of and views to the heritage facade through physical separation and sculpted built form and require:
 - Establishment of 9m wide laneway to the north of the building; and
 - Development on parcel B3 to provide front setback according to Figure 34.
20. Development adjacent to the existing bowls building must have a podium or architectural form that expresses a relationship with the heritage facade and volumes of the building.
21. Provide a physical separation of 3 metres where new built form intersect with the protected heritage facade as per Figure 35.

Amenity

22. Building orientation, configuration and layouts must comply with State Government's Better Apartment Design Standards (BADS) and seek to:
 - Optimise solar access to dwellings and minimise south-facing apartments;
 - Maximise residential amenity;
 - Maximise views and outlook from apartments;
 - Provide appropriate spacing between adjacent buildings, in relation to built form and orientation;
 - Avoid inter-looking between apartments;
 - Allow natural light and ventilation to common spaces such as lobbies and corridors.

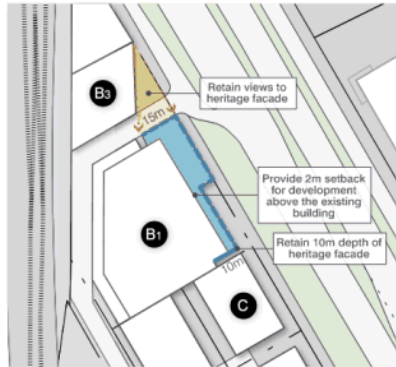


Figure 33: Heritage Building Setback and Viewline

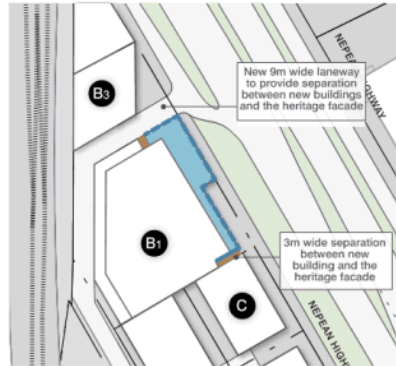


Figure 34: Heritage Building Separation

Heritage Building Redevelopment Examples



Figure 35: Yorkshire Brewery Residential Complex - Collingwood VIC



Figure 36: Gridiron Building - Seattle US

Design Quality and Architectural Expression

23. Demonstrate design quality and architectural expression through:
 - Robustness of materials to support longevity and minimising maintenance requirements;
 - Resolution of facade design and integration of walls, structure and fenestration into a unified architectural expression;
 - Integration of balconies, sun shading devices and other functional elements in the design of building facades;
 - Vertical facade modulation appropriate to the immediate context and character of adjoining streetscapes to achieve visual break-up;
 - Horizontal variance to achieve modulation in the building line;
 - Avoidance of untreated exterior finishes which are prone to weather degradation and vandalism, and;
 - Incorporation of landscape elements such as vertical, elevated and rooftop gardens.

Sustainability

24. Orient buildings, dwellings and fenestration to optimise daylight access and ventilation.
25. Provide opportunities for landscaping and green infrastructure at ground level, rooftops and communal areas to contribute to urban cooling.
26. Incorporate landscape elements in the facades, including green wall and integrated planter boxes.
27. Utilise native plants that are adapted to local climate conditions and are drought tolerant.
28. Implement Water Sensitive Urban Design (WSUD) measures to mitigate stormwater runoff, as well as to capture and reuse water on site.
29. Provide infrastructure to collect and store rain water to be used in greywater systems and landscape irrigation.
30. Allocate space for renewable technologies (solar PV and batteries) and external heating and cooling systems;
31. Encourage the provision of charging points for electric vehicles.
32. Encourage achievement of best practice targets for Environmentally Sustainable Design.

Framework Approach and Design Guidelines

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Framework Approach and Design Guidelines

Built Form and Setbacks Table

Land Parcel	Interface	Podium Setback	Podium Height	Upper Level Setback (from podium)	Maximum Preferred Height	Built Form Uplift Additional Height	Maximum Height With Built Form Uplift
A	Nepean Highway	- Zero	- Up to 12 storeys (40 metres)	- Zero	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Railway	- Zero	- Up to 12 storeys (40 metres)	- Zero			
	Southern Boundary	- Party wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Party wall: Zero - Habitable rooms: 6 metres			
B3	Nepean Highway	- Angled setback starting at zero (lot boundary) at the northeastern corner of the lot to 15 metres at the southeastern corner of the lot	- Up to 12 storeys (40 metres)	- Zero	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Northern Boundary	- Party wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Party wall: Zero - Habitable rooms: 6 metres			
	Railway	- Zero	- Up to 12 storeys (40 metres)	- Zero			
	Southern Boundary	- Zero	- 4 storeys (14 metres)	- 5 metres			
B1	Nepean Highway	- Podium setback defined by the retained facade of the existing heritage building	- Podium height defined by the retained facade of the existing heritage building	- 2 metres measured from the southeastern corner of the existing heritage building	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Northern Boundary	- 9 metres from lot boundary to deliver proposed laneway	- 4 storeys (14 metres)	- 5 metres			
	Railway	- 9 metres from lot boundary to deliver proposed laneway	- 4 storeys (14 metres)	- 5 metres			
	Ewar Street	- 3 metres from original property boundary to allow 13.6m road reserve	- 4 storeys (14 metres)	- 5 metres			
	Southern Boundary	- Party wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Party wall: Zero - Habitable rooms: 6 metres			
C	Nepean Highway	- 5 metres	- Up to 12 storeys (40 metres)	- Zero	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Northern Boundary	- Party wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Party wall: Zero - Habitable rooms: 6 metres			
	Western Boundary	- Party wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Party wall: Zero - Habitable rooms: 6 metres			
	Southern Boundary	- 4.5 metres from lot boundary to deliver proposed laneway	- 4 storeys (14 metres)	- 5 metres			
D	Nepean Highway	- 5 metres	- Up to 12 storeys (40 metres)	- Zero	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Northern Boundary	- 4.5 metres from lot boundary to deliver proposed laneway	- 4 storeys (14 metres)	- 5 metres			
	Western Boundary	- Party wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Party wall: Zero - Habitable rooms: 6 metres			
	Southern Boundary	- Party wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Party wall: Zero - Habitable rooms: 6 metres			

Table 01: Building Heights and Setbacks

Overall height meterage has been determined on the following assumptions: ground floor 4.5m, all upper levels 3.2m.

Framework Approach and Design Guidelines

Land Parcel	Interface	Podium Setback	Podium Height	Upper Level Setback (from podium)	Maximum Preferred Height	Built Form Uplift Additional Height	Maximum Height With Built Form Uplift
E	Nepean Highway	- 5 metres	- Up to 12 storeys (40 metres)	- Zero	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Northern Boundary	- Blank wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Blank wall: Zero - Habitable rooms: 6 metres			
	Western Boundary	- Blank wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Blank wall: Zero - Habitable rooms: 6 metres			
	Southern Boundary	- Zero	- 4 storeys (14 metres)	- 5 metres			
F1	Nepean Highway	- 5 metres	- Up to 12 storeys (40 metres)	- Zero	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Northern Boundary	- 9 metres from lot boundary to deliver proposed laneway	- 4 storeys (14 metres)	- 5 metres			
	Ewar Street	- 3 metres from original property boundary to allow 13.6m road reserve	- 4 storeys (14 metres)	- 5 metres			
	Exley Drive	- Zero	- 4 storeys (14 metres)	- 5 metres			
F2	Ewar Street	- 3 metres from original property boundary to allow 13.6m road reserve	- 4 storeys (14 metres)	- 5 metres	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Southern Boundary	- Zero	- 4 storeys (14 metres)	- 5 metres			
	Eastern Boundary	- Blank wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Blank wall: Zero - Habitable rooms: 6 metres			
	Northern Boundary	- Zero	- 4 storeys (14 metres)	- 5 metres			
F3	Ewar Street	- 3 metres from original property boundary to allow 13.6m road reserve	- 4 storeys (14 metres)	- 5 metres	- 8 storeys (27 metres)	- Up to 4 storeys (13 metres)	- Up to 12 storeys (40 metres)
	Southern Boundary	- Zero	- 4 storeys (14 metres)	- 5 metres			
	Eastern Boundary	- Blank wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Blank wall: Zero - Habitable rooms: 6 metres			
	Northern Boundary	- Blank wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Blank wall: Zero - Habitable rooms: 6 metres			
G	Exley Drive	- Zero	- 4 storeys (14 metres)	- 5 metres	- 5 storeys (17 metres)	- Not Applicable	- Not Applicable
	Ewar Street	- Zero	- 4 storeys (14 metres)	- 5 metres			
	Primary Public Open Space	- Zero	- 4 storeys (14 metres)	- 5 metres			
	Western Boundary	- Blank wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Blank wall: Zero - Habitable rooms: 6 metres			
H	Exley Drive	- Zero	- 4 storeys (14 metres)	- 5 metres	- 5 storeys (17 metres)	- Not Applicable	- Not Applicable
	Eastern Boundary	- Blank wall: Zero - Habitable rooms: 4.5 metres	- 4 storeys (14 metres)	- Blank wall: Zero - Habitable rooms: 6 metres			
	Primary Public Open Space	- Zero	- 4 storeys (14 metres)	- 5 metres			
	Railway Interface	- Zero	- 5 storeys (17 metres)	- Zero			



Theme D Land Use

This theme is concerned with the uses and activities proposed for the Precinct and the impact they have on the future public realm.

Designed to become an extension of the main Moorabbin Activity Centre the Precinct will accommodate a series of mixed-use developments. Providing for higher residential density, these developments will enhance the vitality of the Precinct by providing diversity in activities and increasing the number of people on streets and in public spaces.

D1. Land Use Objectives

- Create a range of mixed-use development typologies and densities to cater for different households and commercial tenancies.
- Ensure different land uses are well integrated within built form.
- Support the main Activity Centre and avoid detracting from established retail activities.
- Respond to Precinct interfaces and context by distributing key land uses at strategic locations.
- Encourage active ground plane uses that allow for a '24-hour' local economy and activation.
- Encourage uses that provide local employment opportunities.
- Encourage the consolidation of community facilities that are coming to the end of their life span through efficient asset management processes.
- Encourage the consolidation of land parcels to provide for increased density and development opportunities.

Framework Approach and Design Guidelines

Land Use Plan

This plan illustrates this Urban Design Framework's response to land use and activities.

D2. Land Use Guidelines

1. Encourage higher-intensity residential development with a range of typologies that respond to the location and surrounding context.
2. Increase housing diversity and affordability in the Precinct, which is in close proximity to public transport and main Activity Centre services.
3. Encourage civic, community, commercial and retail uses along streets and public space interfaces.
4. Where civic, community, commercial and retail uses are not possible, provide residential activation, including doors and windows at ground level.
5. Provide retail activity at strategic locations to encourage public activity on streets and public spaces.
6. Encourage uses that require more direct vehicle access (e.g. hotel) to be allocated within parcels A, B3, F1, G and H.

Strategic Retail Locations:

- Northern gateway - parcels B1 and B3;
- Centre laneway connection - parcels C, D, F2 and F3;
- Primary public open space - parcel G; and
- Southern gateway - parcels F1 and G.

-  Land Parcels
-  Indicative Building Envelopes
-  Green / landscaped space
-  Mixed-Use
-  Ground Level Activation
-  Strategic Retail Location



Figure 38: Land Use Framework Plan



Station Square - Maitland, WA



architectus

04 Implementation Plan

This chapter provides an implementation plan for the staged long-term development of the Precinct.

Implementation Plan

Existing Condition



Figure 39: Existing Condition

Before commencement of works on site the following actions should be taken:

- Council to advocate for VicTrack and VicRoads for improved crossing and bridge improvements.
- Council to prepare service lane design.
- Potential land consolidation can occur.

Stage 01 - New Internal Connections

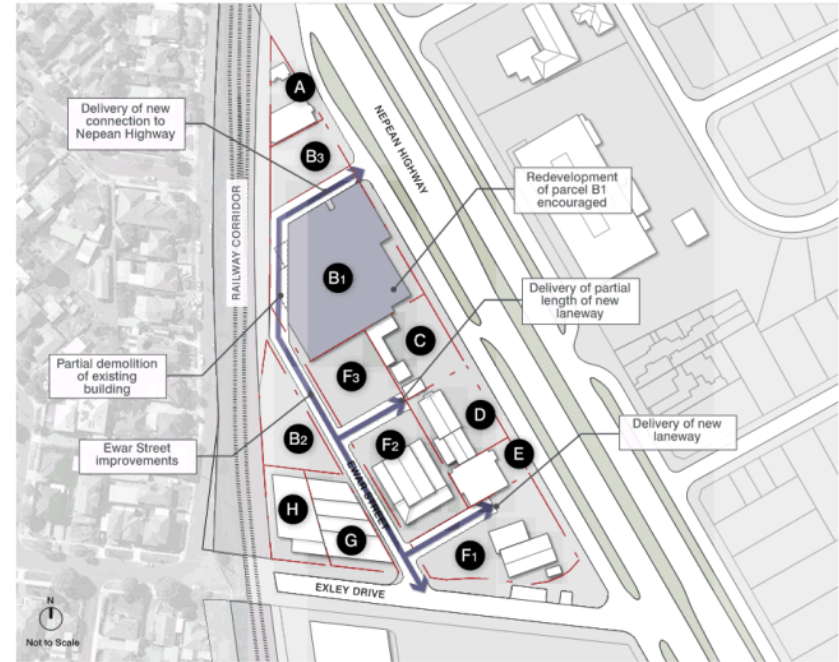


Figure 40: Stage 01 - Internal Connections

Stage 01 will deliver new internal connections enabling access via Ewar Street to all land parcels with exception to parcel A, which access will remain at Nepean Highway. Redevelopment of land parcels can start at this stage. Stage 01 includes:

- Delivery of new connection to Nepean Highway, which will require subdivision of parcel B1 into B1 and B3 and partial demolition of the northwestern corner of the existing bowls building. Considering the need for partial demolition of the existing building, redevelopment of parcel B1 is encouraged at this stage;

- Ewar Street improvements, including new footpaths, landscape median strip and traffic calming measures;
- Delivery of partial length of new laneway within council-owned parcels F2 and F3. The laneway will provide access to parcels C and D without the need to demolish existing buildings within these parcels; and
- Demolition of two buildings in council-owned parcel F1 for delivery of new laneway within parcel F1, providing access to parcel E.

Implementation Plan

Stage 02 - New Signalised Intersection and Major Open Spaces

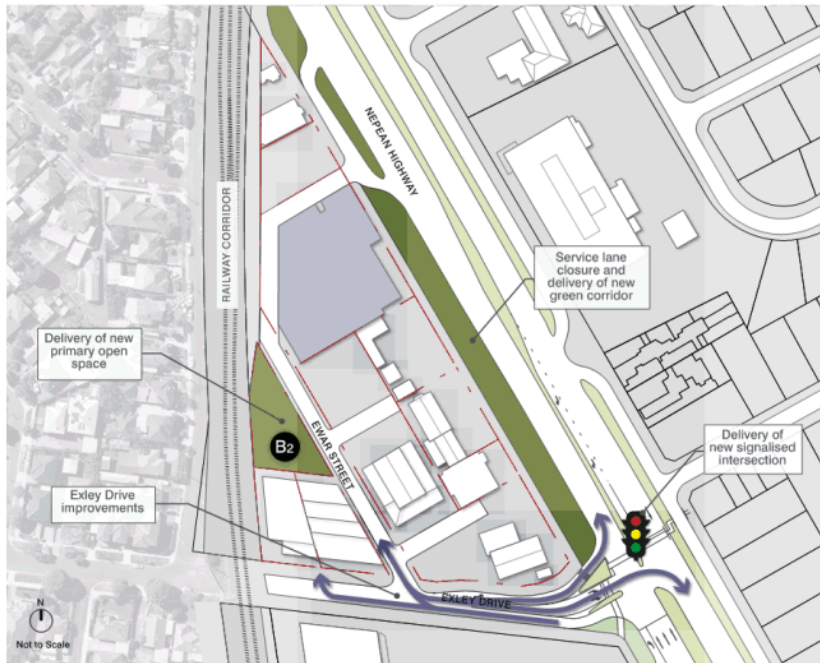


Figure 41: Stage 02 - New Signalised Intersection and Major Open Spaces

Stage 02 will deliver improved access to the Precinct from Exley Drive, major public open spaces and public realm improvements. This stage will enable the full redevelopment of land parcels in the next stage. Stage 02 includes:

- Delivery of new primary open space within parcel B2;
- Access improvements to Exley Drive including a new signalised intersection at the Nepean Highway intersection and new traffic lanes;

- The new internal connections provided in Stage 01 will enable the closure of the existing Nepean Highway service lane from Exley Drive to parcel B1; and
- Delivery of new Nepean Highway green corridor, including new pedestrian and bicycle infrastructure.

Stage 03 - Precinct Development and Landscape Frontage

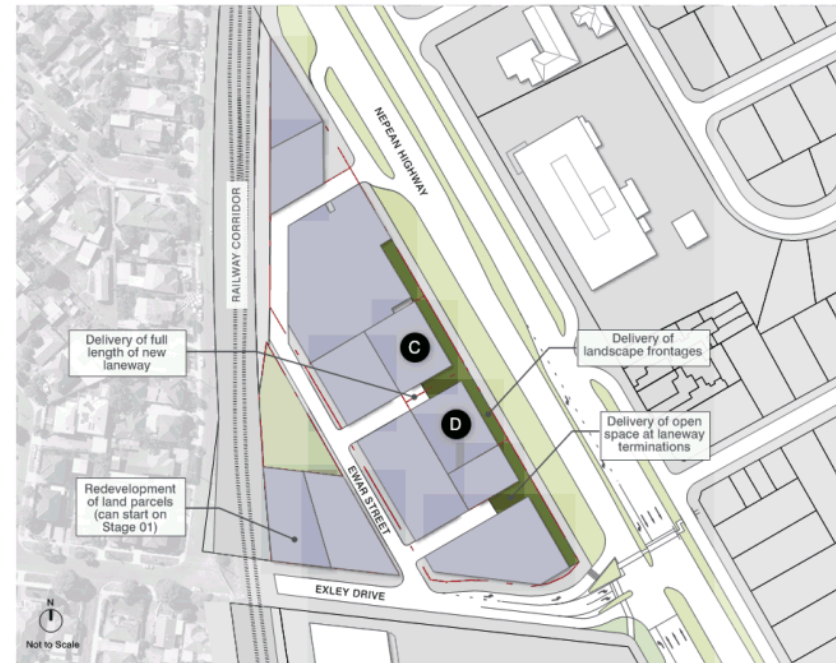
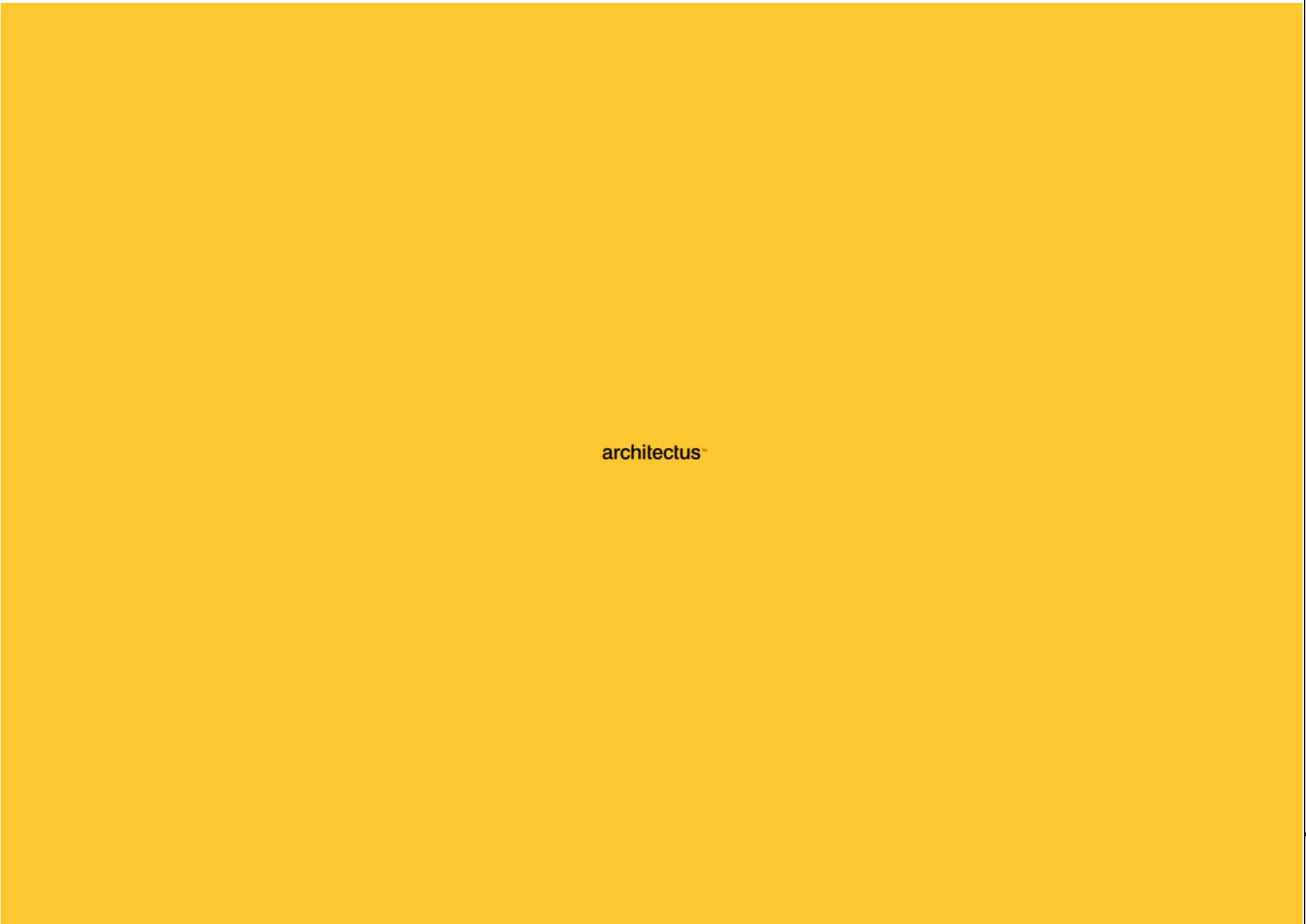


Figure 42: Stage 03 - Precinct Redevelopment and Landscape Frontage

Stage 03 comprises the full redevelopment of the site, including:

- Redevelopment of land parcels;
- Delivery of the full length of the new laneway within parcels C and D;
- Delivery of new open spaces at laneway terminations; and
- Delivery of landscape frontages along Nepean Highway by private developers.



Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.6

HORSCROFT PLACE URBAN DESIGN ANALYSIS

Contact Officer: Justin Kelly, Urban & Sustainable Design Advisor

Purpose of Report

This report seeks direction to undertake community consultation on the draft Urban Design Analysis for the Moorabbin Eastern Edge precinct of the Moorabbin Activity Centre.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That:

1. Council endorse the draft Urban Design Analysis Moorabbin East for the purpose of community and stakeholder consultation.
2. A further report be brought back to Council following the conclusion of the consultation period.

1. Executive Summary

In 2012 council engaged MGS Architects to undertake a review of existing urban conditions in the eastern edge of the Moorabbin Activity Centre and recommend key strategic moves to enable east-west connections between the Activity Centre core and Moorabbin Reserve.

Whilst this document has played a significant role in informing the direction of key planning permit applications within the precinct, the centre's evolving development and land use context now necessitates a review of the original MGS report.

Key outcomes since the preparation of the original MGS report of direct relevance to the Eastern Edge Precinct include:

- The granting of a Planning Permit for a mixed-use development of the Harvey Norman site on the corner of Linton Street and South Road.
- The redevelopment of Moorabbin Reserve, including its use as the training and administration headquarters for the St Kilda Football Club.
- The scheduling of AFLW and VFL games at Moorabbin Reserve.
- Council's purchase of land at 2 Horscroft Place in 2019 to create an expanded open space and pedestrian connection through to Moorabbin Reserve.
- Increasing interest from landowners in Horscroft Place wishing to explore opportunities for mixed use redevelopments including the current Planning Application for 2-4 Horscroft Place.

In light of the above, officers re-engaged MGS Architects in 2018 to review and, where necessary, update their original report with a view to establishing a Council position to assist with guiding and facilitating residential development in the eastern precinct and to initiate public realm improvements, specifically around the Horscroft Place court bowl.

Fundamentally, the updated UDA at Appendix 1 does not seek to change any established position of Council. Rather, it seeks to assist future development by providing built form guidance and informing the future direction of public realm improvements. This direction is provided in alignment with the overarching principles and height controls within the existing Activity Centre Zone.

The document picks up on the broad objectives of the Moorabbin Structure Plan and develops strategies for where connections would be best located to enhance pedestrian access through to Horscroft Place. Importantly, it also provides a vision for the future redesign of Horscroft Place to capitalise on the expanded open space to be created by Council and provide a strong pedestrian connection through to Moorabbin Reserve.

This report seeks Council endorsement of the draft Moorabbin Eastern Edge UDA for the purpose of community consultation.

2. Background

Moorabbin Structure Plan 2011

In May 2011, Council adopted the Moorabbin Activity Centre Structure Plan to provide an integrated response to the change envisaged for the centre over two decades. The structure plan area was purposely limited to land within 400m walking distance of the railway station within the City of Kingston.

The Structure Plan nominates Precinct D, which was translated as Precinct 4 in the Planning Scheme - Activity Centre Zone, Schedule 3, and is designated as a residential precinct for future Parkside Contemporary Living. The precinct is dominated by a large land holding in the northern half of the precinct (Harvey Norman) and the oversized, former industrial, court-bowl of Horscroft Place to the south.

Redevelopment of private land in the Moorabbin Activity Centre, since the implementation of the ACZ, has largely focussed around the heart of the centre with development of 7-10 storeys constructed or approved in Station Street, Central Avenue and Taylor Street. Development activity in the Eastern Precinct has been focussed primarily around the approval for the Harvey Norman site and the redevelopment of the St James Church site and amalgamated neighbouring properties (under construction).

Public Realm Improvements

In terms of public realm enhancements, Council has delivered a number of improvements in both the heart of the centre with upgrade to a plaza on Central Avenue (at Tuck Street) and contributed towards significant redevelopment at Moorabbin Reserve with the return of St Kilda Football Club training and administration as well as upgrades (walking track, play equipment and meeting spaces) around the reserve.

Council has planned, through the Moorabbin Local Area Traffic Plan to provide an off road, Copenhagen Style, bike path along Central Avenue to connect with Moorabbin Reserve. The return of St Kilda Football Club to Moorabbin and the anticipated growing popularity of AFLW over the coming years will likely see an increase in activity within the area, particularly for pedestrians moving through the precinct to get to games. This accelerates the need to improve this connection in the short term.

While development has not commenced on the Harvey Norman site, the approved permit implements some key objectives of the Activity Centre Zone including the pedestrian connection from Central Avenue, however these outcomes are dependent upon the development being realised.

Horscroft Place

In 2019 Council purchased 2 Horscroft Place with the intention of utilising this site to create an expanded open space and connection through to Horscroft Place and Moorabbin Reserve.

Subsequent to this purchase occurring, Council Officers have engaged with landowners of 4-6 Horscroft Place in relation a live Planning Permit Application (KP-2018/385) which, if approved, would interface with the proposed expanded open space. As part of this discussion Council has also considered instigating a process to commence a realignment of property boundaries. This process will not commence until determination of the Planning Application has occurred. The realignment is designed to provide a more functional park and to improve passive surveillance opportunities.

Delivery of the new park and public realm improvements to Horscroft Place will help to provide a safe, legible connection for pedestrian and other active transport users between the Station and the heart of the Activity Centre with the activities in Moorabbin Reserve and beyond to the Hospital and TAFE.

3. Discussion

3.1 Council Plan Alignment

Goal 1 - Our well-planned, liveable city supported by infrastructure to meet future needs

Direction 1.1 - Intergenerational land use planning for a sustainable community

Direction 1.2 - Effectively influence the urban and architectural design of the City

The draft urban design assessment provides detailed guidance to assist with the future development of the eastern area, Precinct 4 of the Moorabbin Activity Centre Zone.

Goal 2 - Our sustainable green environment with accessible open spaces

Direction 2.1 - Environmental resilience and sustainability

Direction 2.2 - Greening Kingston and place making

Direction 2.4 - Review and implement the Open Space Strategy to ensure high quality and increased capacity of the open space network

Through Landscape recommendations, the draft Urban Design Analysis makes recommendations to assist with urban cooling and reducing the impact of urban heat islands as well as key moves in water sensitive urban design.

Goal 4 - Our free-moving safe, prosperous and dynamic city

Direction 4.4 - Integrated, accessible transport and a free-moving city

Key initiatives of strategies within the draft UDA seek to improve active transport connections across the Moorabbin Activity Centre, nominating the potential of a dedicated cycle path along Central Avenue to connect through the Healy Street Reserve expanding into Council's new park at 2 Horscroft Place and along a new dedicated path on the south side of Horscroft Place to lead to Moorabbin Reserve.

3.2 Consultation/Internal Review

Officers from City Transformation, Economic Growth and Innovation, Statutory Planning, Property Services, Traffic and Transport and Roads and Drains were engaged in the development of the Urban Design Analysis. The purpose of these meetings was to confirm the basis of the urban design analysis and to ensure coordinated feedback and input as the project progressed.

Specific consultation with Traffic and Transport has sought to investigate opportunities to reduce the space required within the Horscroft Road reserve for truck movements, whilst still maintaining current industrial operations as the area transitions to mixed use. This potentially allows for an expanded public realm and improved pedestrian connection through to Moorabbin Reserve.

Community Consultation

Subject to Council endorsement, officers propose to seek community feedback on the Draft Urban Design Analysis for a period of 4 weeks. Consultation will intentionally align with the Moorabbin West Urban Design Framework to avoid consultation fatigue, invite broad participation in discussions on the Activity Centre's renewal and to effectively use Council's resources.

Notification of the consultation and feedback will be sought via the following channels:

- Direct mail out
- Advertisement within the local newspaper
- Online notifications via Moorabbin Junction e-newsletter and Kingston's social media platforms
- Online engagement on the Your Kingston Your Say platform

The scope of consultation activities has been limited to online, phone and direct mail and the timing of the engagement period will be determined in consultation with the Communications team. These measures will seek to respond appropriately to the declared state of emergency in Victoria over novel coronavirus (COVID-19).

3.3 Operation and Strategic Issues

Built form and Public Realm

Fundamentally, the Urban Design Analysis does not seek to change any established position of Council. Rather, it seeks to assist future development by providing built form guidance and informing the future direction of public realm improvements. The document picks up on the broad objectives of the Moorabbin Structure Plan and develops strategies for where connections would be best located to enhance pedestrian access through to Horscroft Place. Other strategies seek to:

- Integrate Horscroft Place with the redeveloped Harvey Norman site.
- Encourage an appropriate built form interface with Moorabbin Reserve.
- Create landmark opportunities (within Harvey Norman) to bookend the Activity Centre.
- Ensure built form transitions appropriate in scale where it interfaces with established residential areas.

Built form guidance, included in section 5 of the attached report, guides setbacks, street wall heights and upper level setbacks, including transition to neighbouring residences.

Horscroft Place

The UDA looks to guide the change to the configuration of the Horscroft Place roadway and build the open space created through Council's acquisition of 2 Horscroft Place.

Section 6 of the report, Landscape Design, includes 2 concept designs for potential configuration of Horscroft Place. The first reimagines the court bowl as an ultimate public realm solution once a majority of properties have transitioned to residential uses and a second option which allows improvement to occur as sites transition on an individual basis.

Landscape and streetscape improvements will also help with Council's broader environmental objectives through the implementation of water sensitive urban design and urban cooling measures to reduce urban heat island.

4. Conclusion

It is recommended that the Council endorse the draft Urban Design Analysis for the purpose of community consultation. Outcomes of the consultation will be brought back to council via a further officer report which will include a final version of the UDA for adoption.

4.1 Environmental Implications

The draft UDA seeks to guide development activity and public realm improvements within a designated Activity Centre close to public transport and services, encouraging sustainable and active transport choices.

The design of streets and new connections are proposed to support walking and cycling by creating safe, comfortable and attractive environments. Reducing reliance on private vehicles supports objectives to reduce carbon emissions and reliance on fossil fuels.

4.2 Social Implications

At a strategic level, the renewal of the precinct creates greater opportunities for housing, employment and recreation within a 20-minute neighbourhood. Greater intensity of mixed uses within walkable distance of public transport and services which support healthy and active movement.

4.3 Resource Implications

The draft UDA, and the built form guidelines within, is intended to give greater certainty to applicants and to Council. This will provide greater efficiencies to Council's internal consideration of Planning Permit applications in future as well as clearly illustrating to future applicant's how proposals should be appropriately designed in the context of the precinct.

Appendices

Appendix 1 - Draft Moorabbin Eastern Edge Urban Design Analysis (Ref 20/32439) 

Author/s: Justin Kelly, Urban & Sustainable Design Advisor
Reviewed and Approved By: Paul Marsden, Manager City Strategy
Jonathan Guttmann, General Manager Planning and Development

8.6

HORSCROFT PLACE URBAN DESIGN ANALYSIS

1	Draft Moorabbin Eastern Edge Urban Design Analysis	149
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Moorabbin Eastern Edge Urban Design Analysis City of Kingston

Draft for Consultation
Prepared by MGS Architects
February 2020



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Description

Moorabbin Eastern Edge
Urban Design Analysis

February 2020
Version: Draft v04
Date of Issue: 4 February 2020
Prepared by MGS Architects

Client

City of Kingston

Client Representative

Justin Kelly

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Parking

5.0 Built form and interfaces

Built form and height

Interfaces

6.0 Landscape design

Open space and landscape character

Water Sensitive Urban Design

7.0 Implementation

Introduction

1.0

BACKGROUND

In 2012, MGS Architects were engaged by the City of Kingston to provide an urban design analysis of Precinct D of the Moorabbin Activity Centre. The analysis included recommendations on opportunities for improving the layout and character of the precinct as well as preferred design outcomes for future development.

Since then, the precinct has been gazetted as an activity centre zone and various developments and approvals have occurred within the area.

As such, the City of Kingston engaged MGS in 2018 to update the earlier analysis and provide additional guidance for implementing the public realm improvements. This document makes recommendations for built form, access and wayfinding, public open space and built form interfaces within the precinct.

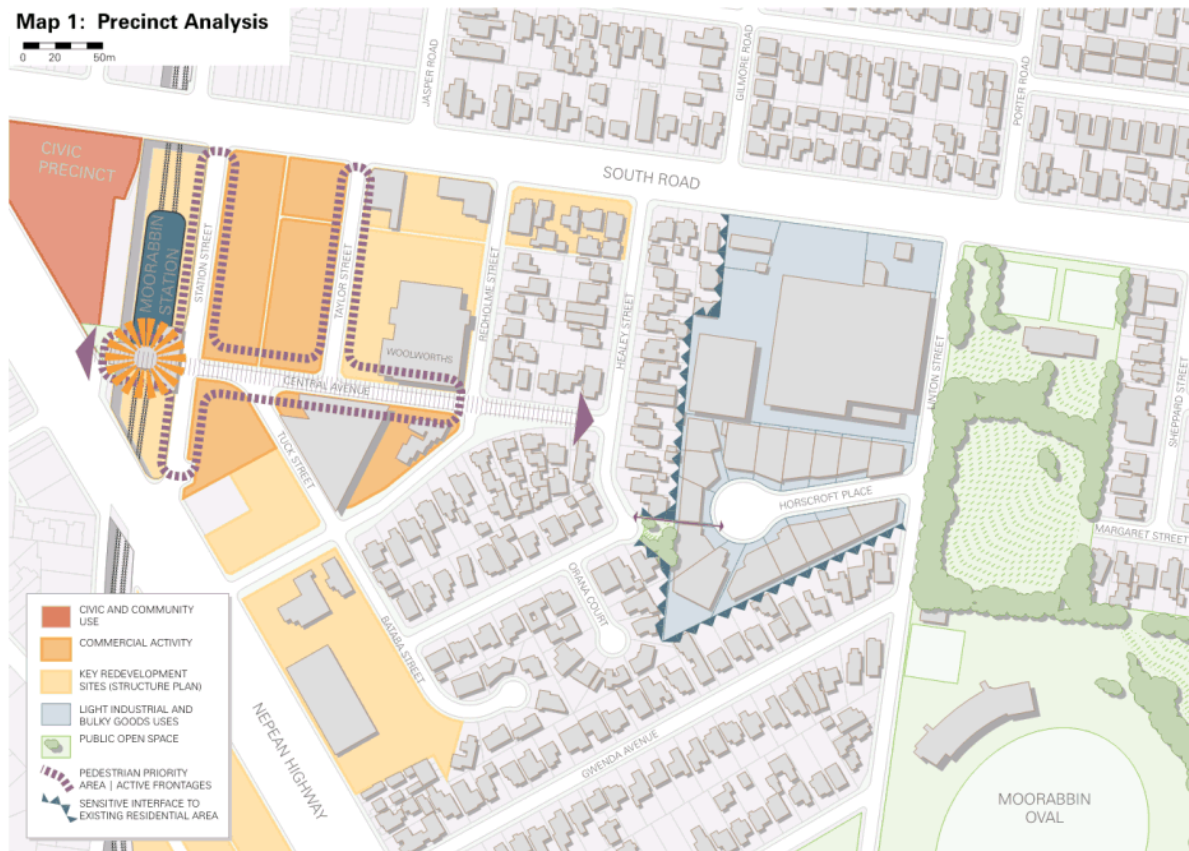
PRECINCT ANALYSIS

The Precinct is located on the eastern edge of the Moorabbin Activity Area, within the boundaries of the structure plan area. The Issue Paper provides a more comprehensive analysis of the existing conditions, but a few key points on built form and spatial structure should be noted:

- The precinct encompasses a number of recent approvals that will shape its future form and uses.
- The precinct presents an anomalous set of uses compared to the rest of the local context. It is a small pocket of light industrial uses and large format retail in an otherwise residential and retail focussed centre.
- These uses occupy comparatively anomalous built form. The large footprint warehouse-type retail is at odds with the finer grain buildings around it, as well as the preferred future form of the centre expressed in the structure plan.
- The network of roads and subdivision pattern presents an anomalous urban form. The precinct is largely separated from the rest of the activity area and more strongly links to South Road and Linton Street. It forms a blockage between the centre and the open space reserve.
- The precinct currently has a poor quality public realm, with oversized road reserves and few street trees or other landscape improvements. For instance, Horscroft Place is much wider than is necessary for the traffic it carries and provides relatively poor amenity for pedestrians.

- The precinct is effectively split into two portions, one addressing South Road and the other around 5 Horscroft Place. There currently is no integration between the north and south of the precinct.
- The precinct has sensitive interfaces to surrounding residential dwellings on abutting properties. These interfaces need to be controlled and mediated through future development.
- There is a heritage listed church, protected by an overlay, abutting the precinct on South Road.

Map 1: Precinct Analysis



EXISTING PUBLIC REALM



View from Horscroft Place towards the reserve to the east, showing significant trees in the public reserve.



View along Linton Street, looking north. The large format warehouse retail presents an inactive frontage to the street.



View along Horscroft Place, looking west. The overscaled road reserve presents a vehicle-dominated public realm.



View along South Road, looking east. The frontage to the street is dominated by car parking and vehicle services such as a petrol station and car wash.



Heritage listed St James Lutheran Church, located immediately adjacent to the South Road boundary (protected by a heritage overlay HO 118)



View along Central Avenue, looking east. The established trees and landscaped road reserves provide a strong precedent for future street landscapes.

APPROVALS WITHIN THE ACTIVITY CENTRE ZONE (ACZ3)

In 2015, the Activity Centre Zone (ACZ3) was adopted for the precinct around Moorabbin Station. The objective of this zone is to create a pedestrian focused gateway precinct for the City of Kingston. It provides for a mix of housing, employment, recreational, social and cultural uses.

The area of study falls into Precinct 4 of the Activity Centre boundary. The precinct prescribes a building height limit of 5 storeys (17 metres) subject to sufficient site consolidation. This height may be exceeded where it can be demonstrated that the precinct objectives and guidelines are met.

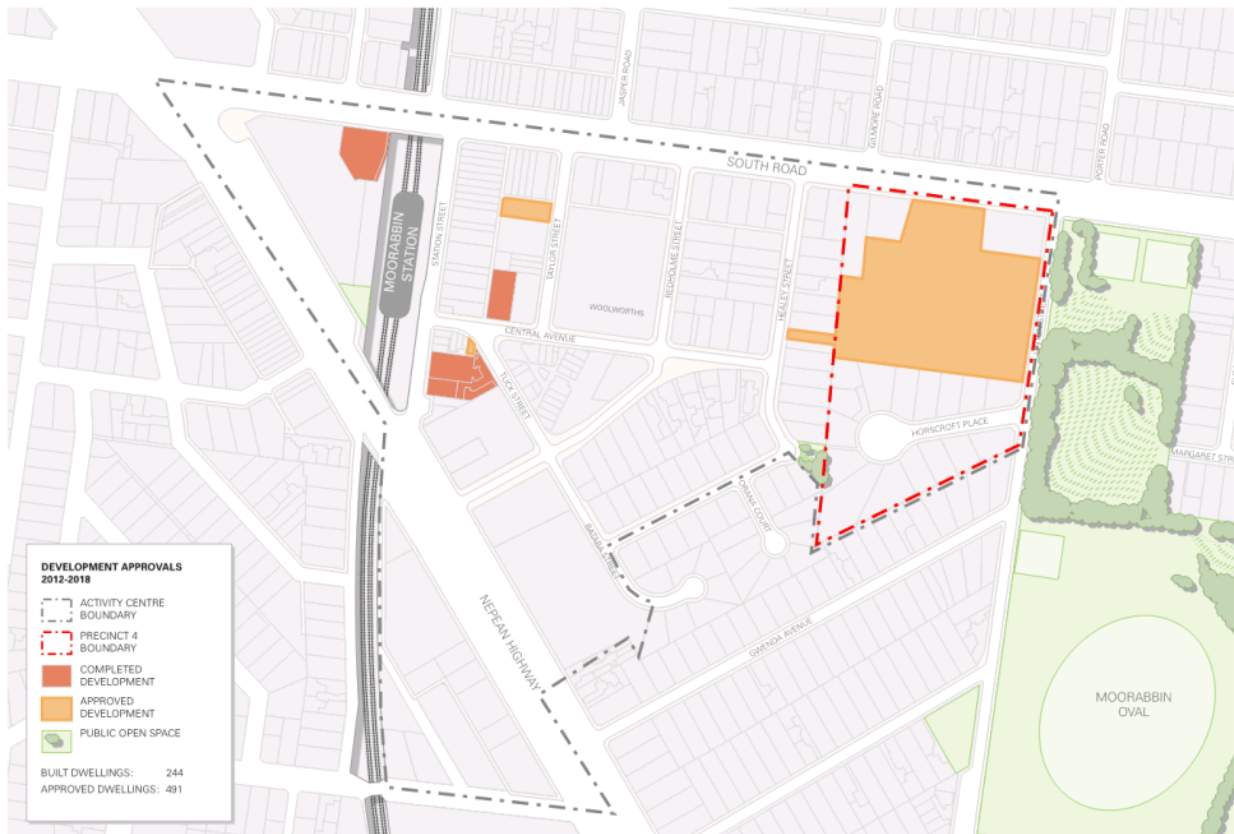
The objectives of the precinct include:

- To regenerate the precinct from industrial and restricted retail land uses to a contemporary mixed use environment with an office, residential and service focus.
- To discourage land use activities such as a retail premises that would undermine the retailing role of the Retail Core Precinct.
- To encourage well integrated apartment/office/community service opportunities with transitions in height down to adjoining residential areas.
- To encourage active frontages with community service uses along the South Road frontage.

- To strengthen the connectivity and walkability of the precinct to the retail core and public transport opportunities of the Moorabbin Activity Centre.

The following guidelines apply to Precinct 4:

- Develop landmark building outcomes in the precinct in key locations with high exposure to South Road and the Moorabbin Reserve.
- New development should provide a transition in height down to the existing heritage church to provide a buffer and retain view lines to the place.
- Create a new road through the precinct to provide east west links from the railway station to Linton Street reserve.
- Development should enable an east-west linkage from the Railway Station via Central Avenue to Moorabbin Reserve.
- Create active surveillance and pedestrian friendly interfaces from the precinct to Moorabbin Reserve.



Urban design strategies

2.0

VISION

The vision for the Moorabbin Activity Centre as defined in the structure plan is:

To actively engage to bring Moorabbin to life by complementing its strong cultural role with a living population that calls it home.

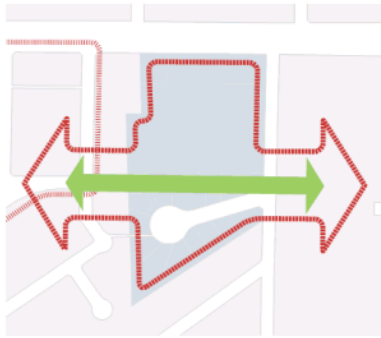
In order to implement this activity centre vision within the precinct, the following vision statement to guide development responses within the precinct is proposed:

To implement the Moorabbin Activity Centre structure plan vision by developing an integrated, pedestrian-oriented residential neighbourhood, adding vitality and housing growth in support of the core retail precinct.

Objectives

- To facilitate the redevelopment of the Precinct and allow the orderly shift of land uses from industrial to predominantly residential.
- To ensure that the development of the Precinct does not detract from the vitality and economic development of the core.
- To strongly integrate the Precinct into the Moorabbin Activity Centre and create a permeable and accessible subdivision pattern.
- To limit the extent of disruption for existing landholders and tenants during the redevelopment process by undertaking an incremental development process.
- To mitigate the impact of higher residential densities, particularly on residential dwellings outside the Activity Area boundary.
- To encourage the incorporation of environmentally sustainable design approaches for both the subdivision layout and building design.
- To encourage contemporary buildings that demonstrate architectural design excellence.
- To encourage high-quality landscape design to create public open spaces for the benefit of the whole community.

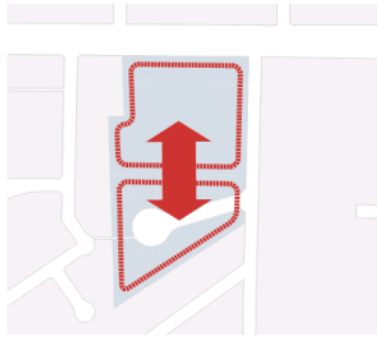
FRAMEWORK PRINCIPLES



Strategy 1

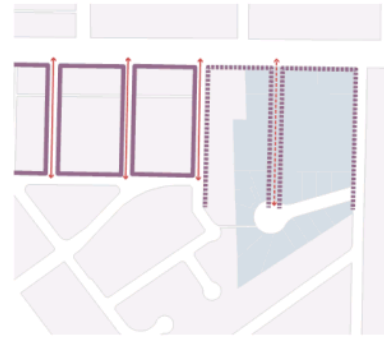
Create a strong connection between the existing areas of activity and the park.

Strongly integrate the development precinct into the activity centre to promote pedestrian based TOD and greater vitality in the activity centre core. This should include integration with an off road connection along central avenue.



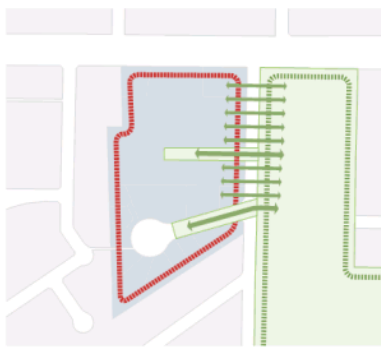
Strategy 2

Strongly integrate northern and southern halves of the precinct to encourage the comprehensive transition of the whole precinct to nonindustrial uses.



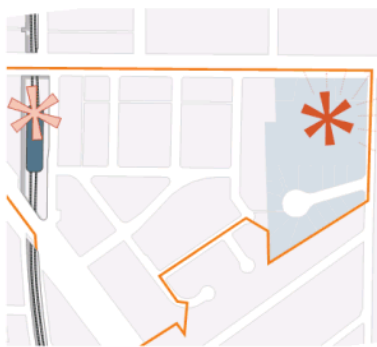
Strategy 3

Encourage north-south permeability by continuing the block rhythm set up by the existing subdivision pattern.



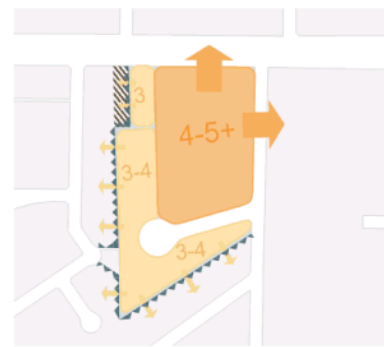
Strategy 4

Encourage built form interfaces and street treatments that promote the relationship between the precinct and the adjoining public open space, especially promoting increased safety through increased pedestrian activity and passive surveillance.



Strategy 5

Create a landmark within the site to mark the entry to the activity centre from the east. Encourage high quality design detail and materiality to reinforce the significance of this precinct.



Strategy 6

Ensure that the highest built form addresses South Road and the park, at a comparable scale to the station precinct. Ensure that buffer zones create a scale transition to existing residential areas, especially the heritage significant church. Provide planning controls at the interfaces to existing residential areas.

SITE SPECIFIC DESIGN OPPORTUNITIES

There are a number of site specific design opportunities. These include:

1. Extend the pedestrian and cycle axis along Central Avenue to create accessible routes through the Precinct to the park reserve.
2. Extend the landscape from the reserve into the Precinct through landscape treatments that create fingers of green public space.
3. Improve the landscape treatment and number of street trees in Horscroft Place, incorporating water sensitive urban design treatments.
4. Create opportunities for permeable urban form through north-south pedestrian links.
5. Extend the existing pocket park on Healey Street to open up a stronger visual link between the Precinct and the existing residential areas.
6. Identify an opportunity to integrate road access between the Precinct and the core areas.
7. Key opportunity for a significant residential development. Locate more prominent built form towards South Road to act as a gateway marker.
8. Potential early residential development opportunity with north frontage to parkland, extending the existing residential character into the Precinct.
9. Opportunities for incremental change in character from industrial to residential.
10. Potentially allow for moderately increased heights where sites have been consolidated and off-site impacts are managed effectively.
11. Opportunity for development that integrates with the heritage significant church on South Road



Precinct land use and structure

3.0

PREFERRED OPTION

Option update

In 2012, an urban design analysis was undertaken to recommend opportunities for the improvement of the layout, character and preferred design outcomes for Precinct D of the Moorabbin Activity Centre. Since then, changes have occurred within the precinct. Therefore, the recommendations have updated accordingly.

The updated preferred option achieves similar outcomes to the Moorabbin Structure Plan configuration with less need for acquisition and a less disruptive approach to development. This option also presents more opportunities for incremental implementation and more certainty for landholders and tenants.

The preferred option requires the parceling of development sites to create pedestrian routes through the precinct and additional connections between the Harvey Norman site, Healey Street and Horscroft Place.

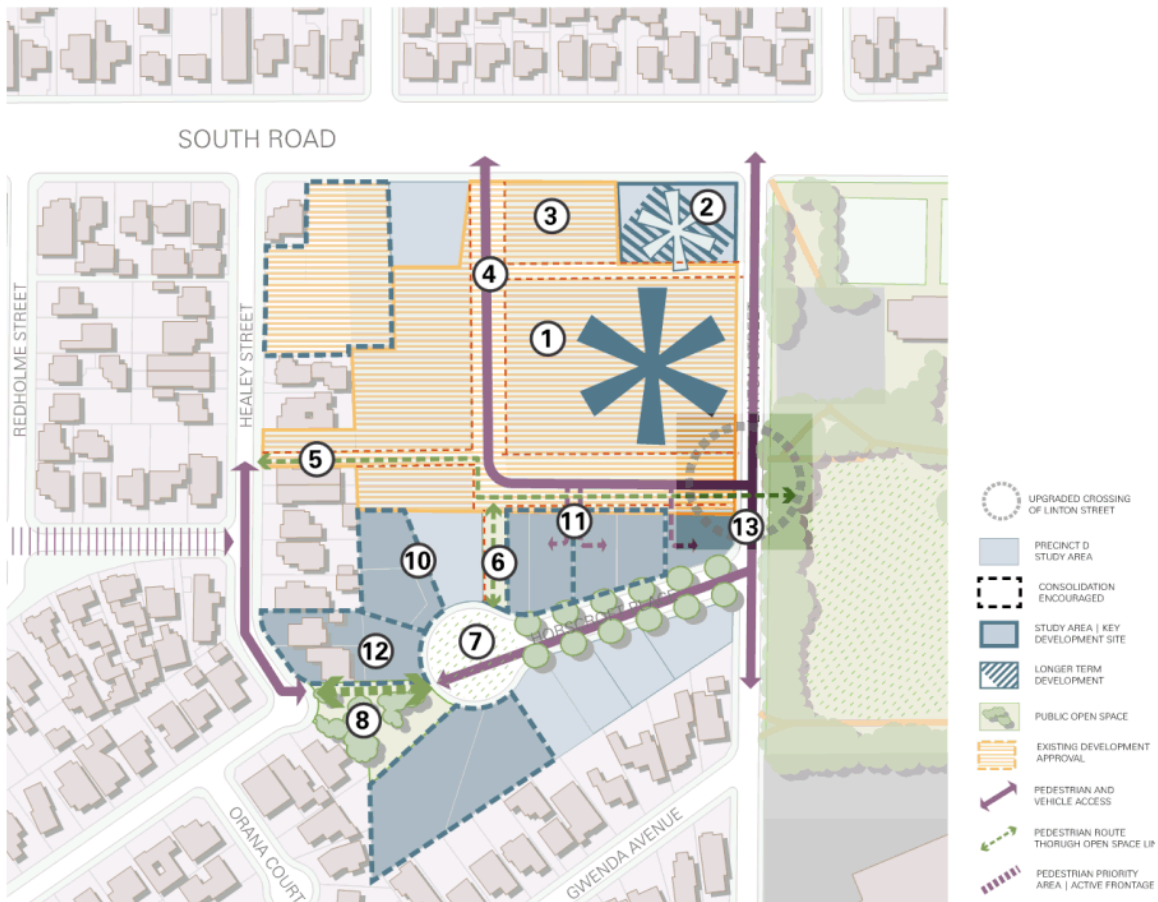
The updated layout also incorporates the internal connectivity proposed for the redevelopment of the Harvey Norman site. Opportunities:

- Allows for incremental implementation through multiple smaller catalytic projects.
- Create a clear and highly permeable circulation network for the Harvey Norman site, strongly integrated with the activity centre.
- Strongly integrates Horscroft Place into the activity centre without requiring significant disruptions to existing land uses.
- The existing council owned public open space becomes pivotal to encouraging the development of Horscroft Place.
- By including a requirement for pedestrian access, a north-south link could be facilitated between the two portions of the precinct.
- Allows for the significant streetscape improvements to Horscroft Place, to extend the green landscape of the park deeper into the precinct to connect with Central Avenue via Healey Street.

Key design principles

1. Redevelop the Harvey Norman site as a significant opportunity for contemporary residential design. This site has sufficient scale and proximity to the amenity of the park reserve to support larger built form as well as opportunities for publicly accessible green areas within the development site itself. There is an opportunity here for a landmark built form addressing the parkland interface. At ground level, a small convenience retail and cafe use may be appropriate.
2. Allow for the possible medium-term redevelopment of the petrol station site on the corner of Linton Street and South Road. While the redevelopment of this site into housing and potentially convenience retail should be encouraged over the longer term, the current use is likely to remain in the interim. Any future change of use on this site will need to consider the potential need for remediation.
3. Built form along the South Road frontage can be scaled to respond to the width of the road reserve and present a well-articulated frontage to the road. The highly visible location will mean any built form here will act as a landmark, so high-quality architectural design is strongly encouraged.
4. A road link through the site is an integral part of the development of the Harvey Norman site, ensuring strong integration between the development and its surroundings.
5. An east-west pedestrian and bike oriented landscape corridor at 34 Healey Street will increase the pedestrian permeability of the site and effectively extend the landscape character of the park reserve into the development site. Solar access to the corridor should be maximised through appropriate orientation and building setback. Gated open space should be avoided to ensure the free permeability of the development.
6. A north-south open space link should be provided to help integrate the larger northern development site with Horscroft Place to the south. It is preferable that the proposed link is provided as an extension of the north-south street within the Harvey Norman site, however this link may be provided at another location along Horscroft Place by agreement with Council.

7. Horscroft Place should change in character to accommodate many more street trees, landscaping and allow for formalised on-street parking. Crossovers should be consolidated to retain on street car parking.
8. The existing pocket park on Healey Street is being expanded to link to Horscroft Place, allowing an open view down the street terminating at the park on Linton Street. This can be achieved through the parceling of development sites to provide a link and catalyst site for residential development featuring a long northern frontage to the new open space.
9. Greater heights and higher quality design outcomes are facilitated by the larger sites created through lot consolidation. This should be encouraged, allowing for more efficient development.
10. Existing sites along Horscroft Place can transition gradually to residential uses as the properties become available for redevelopment. The consolidation of sites in this area should be encouraged where this will lead to a more efficient and amenable residential development.
11. Where there are development sites that have dual street frontages, new development should provide habitable façades oriented towards both interfaces. Vehicle access from the new street should be consolidated between developments to reduce the number of crossovers and to improve the street address.
12. Development abutting new open space should be encouraged, to frame the open space with residential frontages on all sides.
13. In the longer term, narrow Linton Street at its intersection with the new road link through the development. Introduce a signalised bicycle and pedestrian crossing that allows for the continuation of the bike and pedestrian corridor into Moorabbin Reserve.





Accessibility

4.0

VEHICLE ACCESS

Street character

The road network proposed here is provisional. It could potentially be modified to suit the objectives of a future proposal, if acceptable to Council. Some important characteristics that any future road network should include:

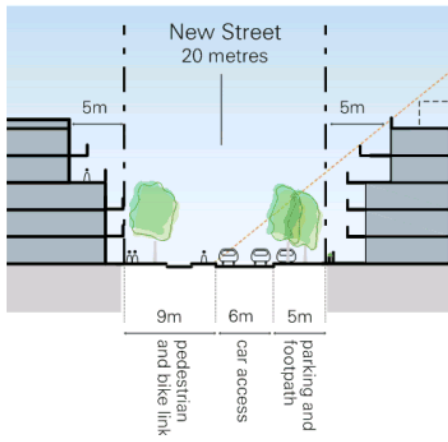
1. A new street through the Harvey Norman site should encourage access to Linton Street.
 - The new street should encourage public pedestrian and bicycle connections through the site and avoid a configuration that promotes its sole use as an internal vehicle access road for the Harvey Norman development site.
 - The pedestrian and bike link through to Healey Street should be integrated into the design of the new street.
 - The cycle path and wider landscape strip should be placed on the south side of the road reserve to maximise solar access.
 - Street trees, generous landscaping and water sensitive urban design should be incorporated in the design.
 - Allows for rear access to properties facing Horscroft Place. Access to these properties should be consolidated between developments.
2. Horscroft Place should be reconfigured within the width of its existing 18.5m road reservation according to a preferred landscape concept.
 - The carriageway should be narrowed by installing a 2.5m wide outstand incorporating street trees into a parking lane on the north of the road reserve and allowing for a 7m wide landscaped pedestrian path and green link on the south side of the road reserve.
 - Existing crossovers should be consolidated and minimised where possible to increase the amount of on-street parking.
 - Overhead wires should be placed in underground conduits.
 - The landscape design should be consistent with the concepts specified in Section 6 of this report.
3. Additional road intersections on South Road should be avoided if possible. It is preferable that the internal road network of the Harvey Norman site connects to Linton Street instead.
4. Linton Street should have a leafy, residential interface with the limited potential for other active uses such as a cafe at ground level. The street should allow for safe pedestrian crossings.

Parking

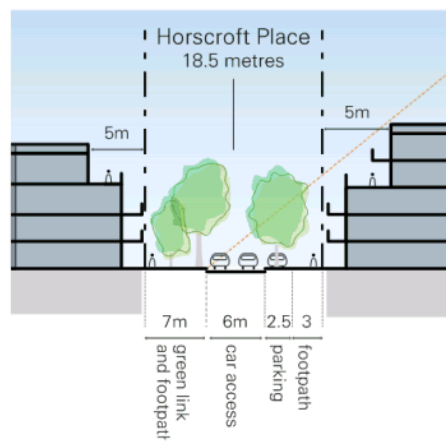
All car parking and garage entries should be screened from view from the public realm and designed to recede from the building line. Continuous blank facades are not acceptable in public areas.

1. Parking access for larger developments should be located on secondary roads where possible, eg. the east-west road in preference to Linton Street. Entries should be located away from significant street corners.
2. Driveways and crossovers for larger garages should be consolidated where possible.
3. As has already been approved, parking access for properties on the northern side of Horscroft Place can be provided from the access road, to encourage higher quality street frontages.
4. Properties south of Horscroft Place will require crossovers from the street.
5. Traffic lights at the intersection of Linton and South Roads should be installed.
6. Pedestrian connections should align and integrate with the path network in Moorabbin Reserve.

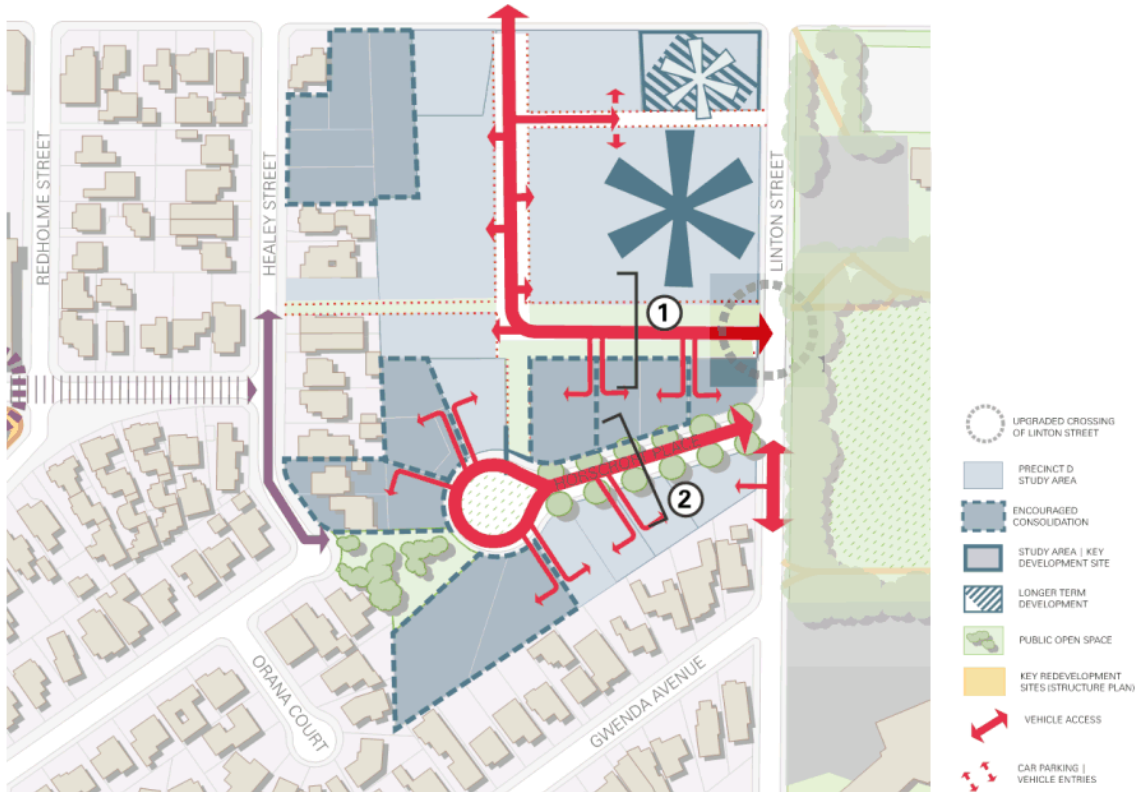
① New Street



② Horscroft Place



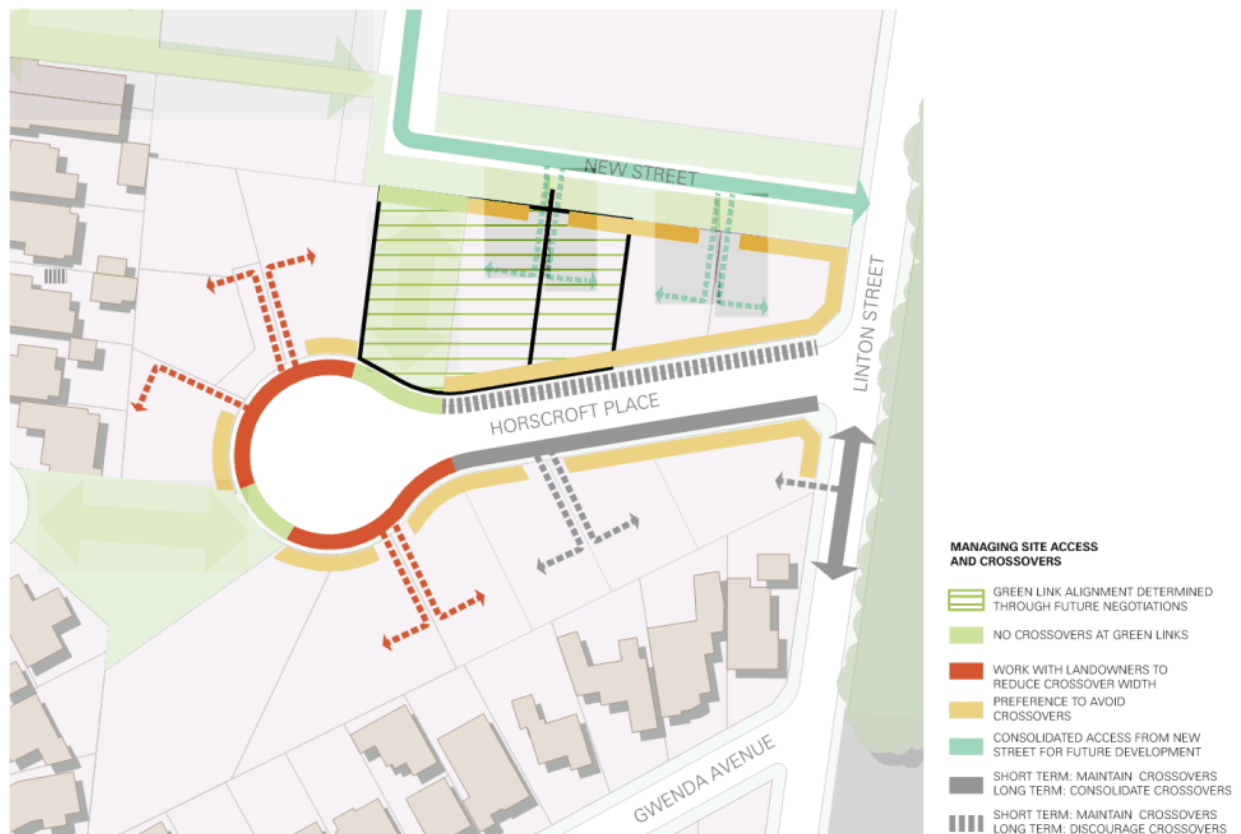
SOUTH ROAD



MANAGING SITE ACCESS AND CROSSOVERS

New development should have an identifiable sense of entry from the street or internal path network with visible entry features. Preference should be given to development with active interfaces along streets by providing clearly defined entry points at a human scale and a sense of address. Parking, utility structures, bin enclosures and obtrusive signage should not be allowed to dominate the entry or address of the development. A key aspect to managing future site access is the consolidation of vehicle crossovers. Therefore:

- Council should work with landowners to consolidate crossovers and to reduce their width.
- Crossovers should be configured to avoid conflict with green links. The alignment of crossovers should be determined through negotiations with future development applicants.
- All new development that occurs on Horscroft Place should be required to reduce the number and size of crossovers.
- Over the longer term, Council should discourage access from Horscroft Place for development with dual frontage to Horscroft Place and the new east-west street.



Built form and interfaces

5.0

BUILT FORM AND INTERFACES

Built form and height

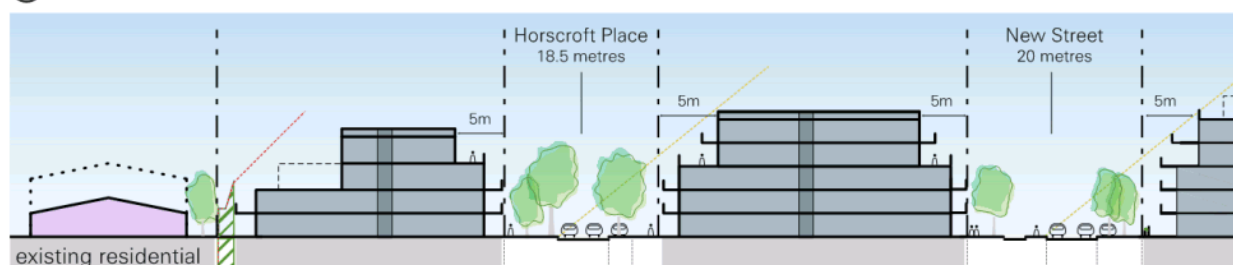
All built form in the precinct should demonstrate architectural design excellence through approaches to building articulation, massing, the choice of high quality materials, internal amenity, efficient internal layout and environmental performance.

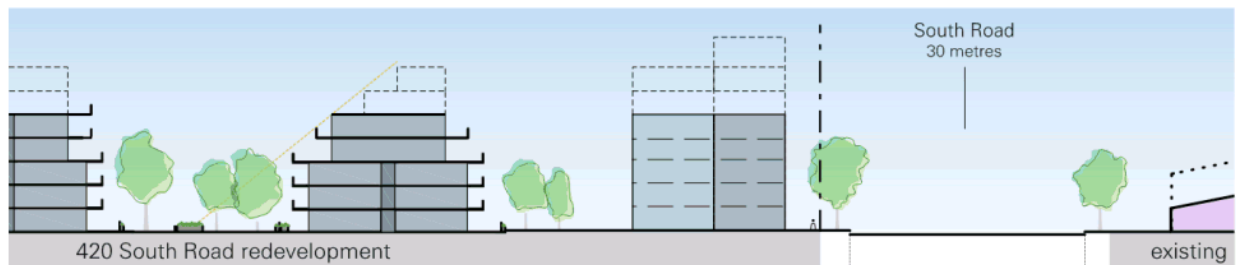
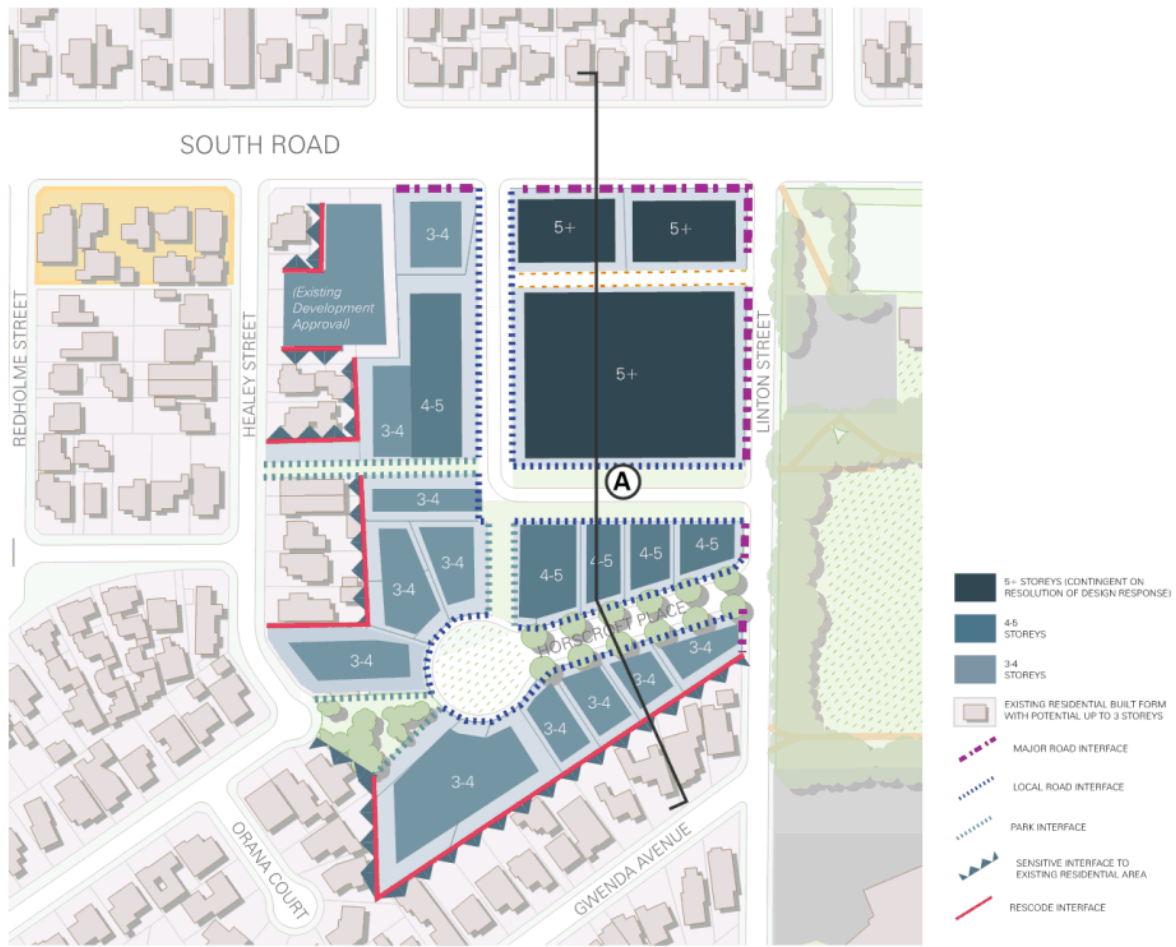
All development proposals should be led by passive design strategies for solar access and ventilation, both for lot layout and architectural design. These should include:

- Where there is built form above 3 storeys, Council should encourage a setback from the boundary of 3.5 metres for inactive facades and 4 metres for active facades.
 - Preferably configure built form so that the energy efficiency and solar access of future neighbouring developments are not unreasonably reduced.
 - Living areas and open space should be located on the north side of the dwelling if practicable. Elevated decks can ensure that private open space will not get overshadowed.
 - Provision should be made for the installation of solar hot water and solar PV panels. Roof forms and structures should allow for the easy retrofit of these systems if they are not initially installed.
 - Ensure that in higher density building typologies that all bedrooms have adequate access to natural light and ventilation. Borrowed light for bedrooms is not appropriate.
 - Ensure that the gaps between built forms are adequate to provide privacy and outlooks that do not overlook neighbouring private spaces.
- Visual screening should be used as a last resort to ensure privacy, as these can limit access to light and ventilation for residents.

The overall heights for Precinct 4 have been specified by ACZ3 as 5 storeys, subject to sufficient site consolidation. Additional height over 5 storeys may be acceptable where the built form proposal delivers precinct benefits, such as in the delivery of publicly accessible mid-block landscape links. However, consideration should be given to the amenity of the public realm and open space, particularly as regards overshadowing. In addition, consideration should be given to sensitive interfaces to existing residential uses. In this case, ResCode setbacks should be applied.

Ⓐ North-south section





BUILT FORM AND INTERFACES

Interfaces

The following types of property interfaces apply within the Precinct:

1. Sensitive Residential Interfaces

Built form adjacent to the interface between the Precinct and surrounding residential areas should respond sensitively to the existing dwellings, while recognising that development within an activity centre will involve higher density residential forms. The height of abutting built form should step down in proximity to the interface, with the massing of the built form arranged away from the sensitive interface. Development of up to 3 storeys may occur within 10 metres of the boundary and opportunities for deep soil planting within 2 metres of the boundary should be encouraged. The standard ResCode setback (B17) should define the envelope for appropriate setbacks at each height level. The angle defined by the ResCode standard should be extended to the maximum height shown in the height map. Other ResCode standards relating to overshadowing and daylight access to existing north facing windows or habitable spaces should apply at this interface, as appropriate.

2. Local Internal Roads

Internal roads within the Precinct will have a narrower width and more consistent setbacks. Buildings should be set back 4 metres from the property line to allow for a landscaped interface with trees primarily located in the public realm. Above 3 storeys, the upper levels should be set back 5 metres from the street wall. Fences should be discouraged.

3. Park and Open Space Corridors

The interface to public open space should ensure the openness and continuity of front yards, while clearly distinguishing between public and private spaces. If fences are required they should be low and substantially transparent. Buildings should be set back a minimum of 2 metres to allow for some front yard landscaping. Habitable or active frontages with ground floor access and appropriate articulation should be encouraged.

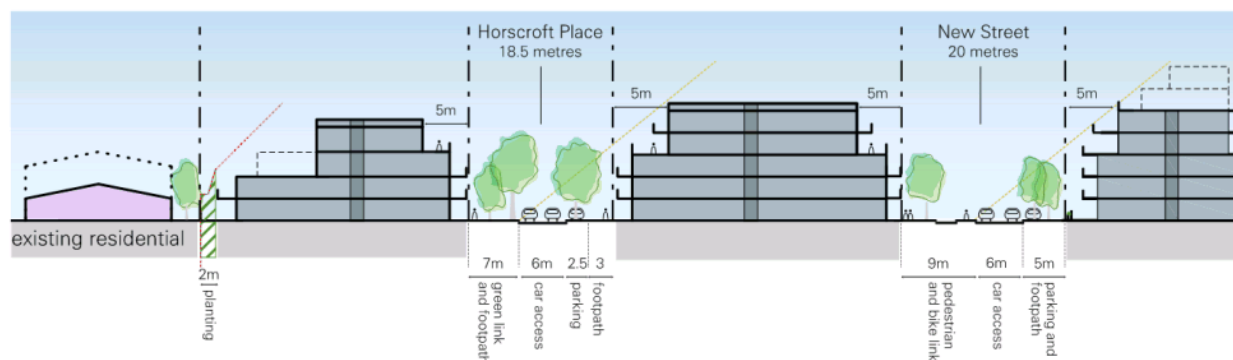
4. Major Roads

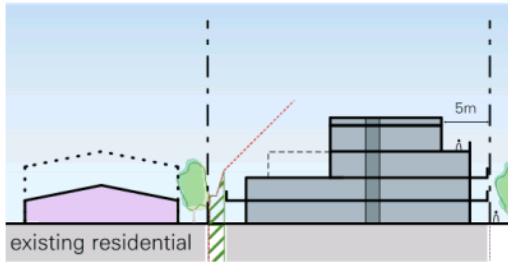
The setbacks at South Road and Linton Street should be scaled to respond to the local context and match surrounding setbacks. A setback of 6m is sufficient to allow for a front yard landscape buffer planted with canopy trees. No additional upper level setbacks are required. No fences should be allowed. The built form address to the interfaces should ensure the passive surveillance of the public realm through the orientation of living areas towards the street.

5. Separation between buildings

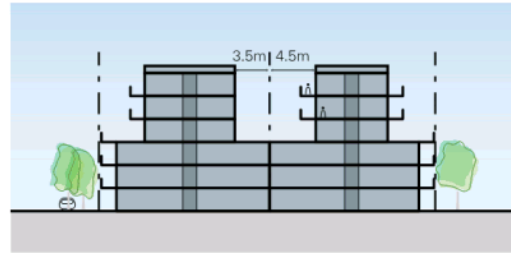
Where there is built form above 3 storeys, Council should encourage a setback from the boundary of 3.5 metres for inactive facades and 4.5 metres for habitable facades. This is to allow sharing of development potential between sites, as well as for internal amenity and privacy.

A North-south section

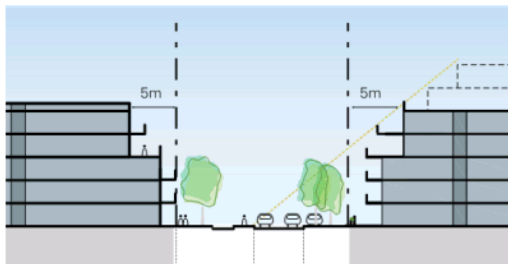




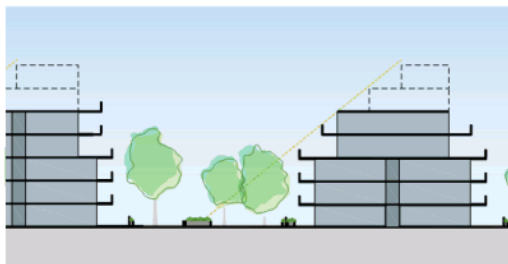
① Sensitive residential interface



⑤ Separation between buildings



② Local internal roads



③ Park and open space corridors



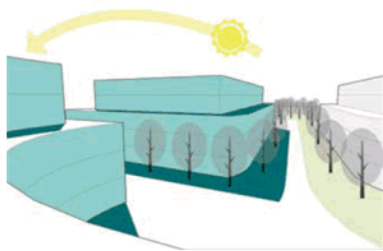
④ Major roads

BUILT FORM AND INTERFACES

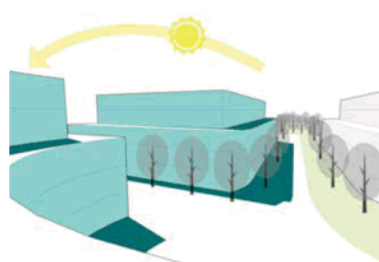
Overshadowing

All built form should take into consideration overshadowing of neighbouring properties, streets and open spaces. This should include:

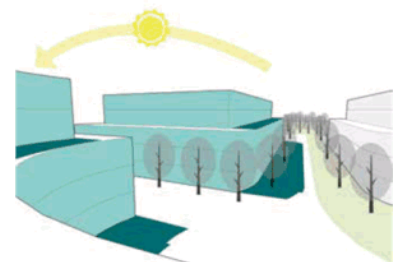
- Ensuring solar access to habitable areas through north facing windows, while ensuring summer shading is provided.
- Ensuring solar access to 50% of publicly accessible open spaces between 10.00am and 2.00pm on the 21 September. This may include utilising the building setback of 5 metres above 3 storeys to achieve this.
- Building forms should limit winter overshadowing of open space.
- Ensuring solar access to landscaped areas and open space corridors on the south side of street reserves running between 10.00am and 2.00pm on the 21 September.
- Park interfaces should not have additional overshadowing above the three storey street wall between 10.00am and 2.00pm on the 21 September.



VIEW TO MOORABBIN RESERVE
10.00am 21 September



VIEW TO MOORABBIN RESERVE
11.00am 21 September



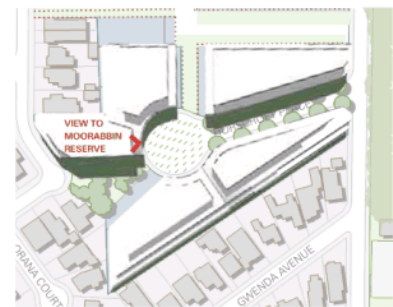
VIEW TO MOORABBIN RESERVE
12.00pm 21 September



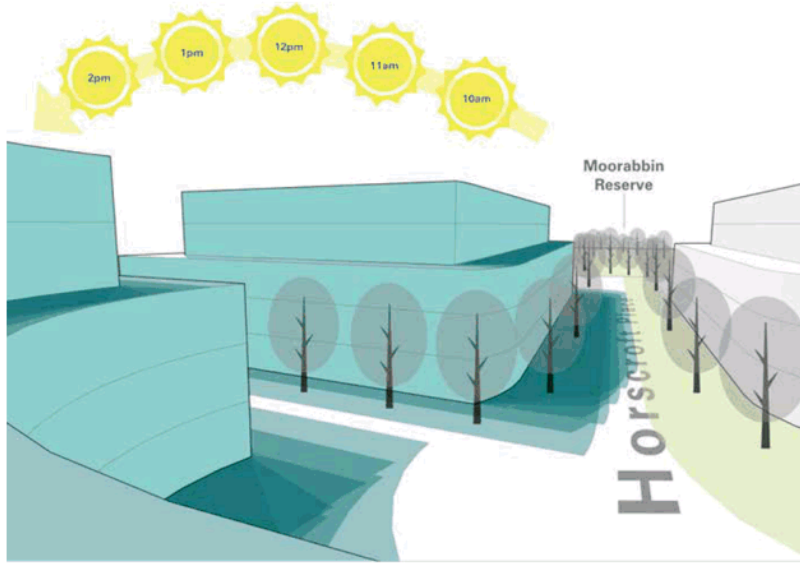
PLAN
10.00am 21 September



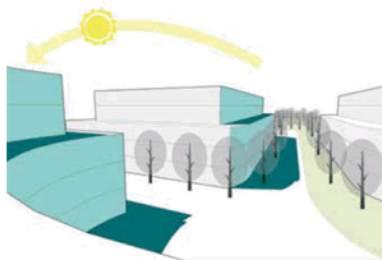
PLAN
11.00am 21 September



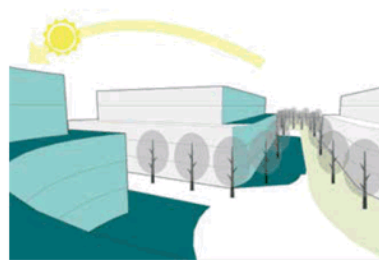
PLAN
12.00pm 21 September



VIEW OF HORSCROFT PLACE LOOKING EAST TOWARDS MOORABBIN RESERVE
10.00am- 2.00pm 21 September



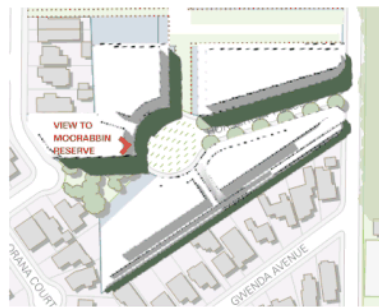
VIEW TO MOORABBIN RESERVE
1.00pm 21 September



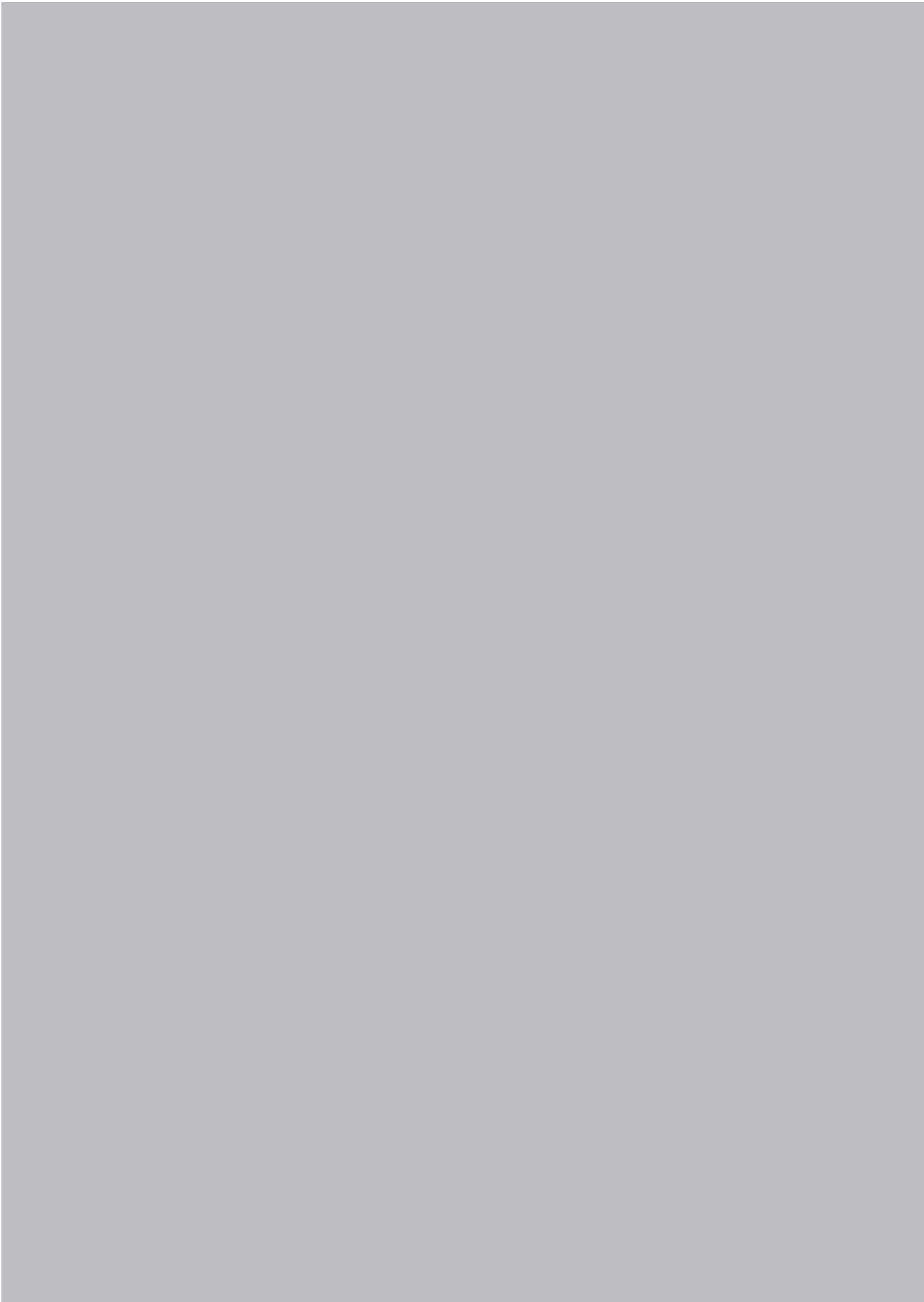
VIEW TO MOORABBIN RESERVE
2.00pm 21 September



PLAN
1.00pm 21 September



PLAN
2.00pm 21 September



Landscape design

6.0

LANDSCAPE DESIGN

Open space and landscape character

The landscape character of road reserves and public open spaces should draw on the strong existing character of other parts of the Moorabbin Activities Area. The large flowering Eucalypts and other native species planted in Central Avenue provide a strong precedent for the future street landscape in the Precinct.

Open space corridors should have a secondary and supportive role compared to the major public open space to the east of the Precinct. The design of the open spaces within the Precinct should complement and extend rather than drawing activity out of the reserve. For this reason the corridors are likely to support passive, unprogrammed uses only. Walking paths and outdoor seating within designed landscape settings would be appropriate.

All public realm spaces should be designed to encourage safety through the application of CPTED principles. Passive surveillance should be encouraged by orienting the windows of living areas of surrounding developments towards the open space and ensuring all fencing if present, is low and transparent.

Open space corridor framework

An open space corridor framework has been provided, the main features of which are outlined below:

1. A series of pocket parks and plazas for enhanced public realm amenity and to support urban cooling.
2. On street bike path on Central Avenue.
3. Raised crossing on Healey Street.
4. An off street pedestrian and bike oriented path that will increase the permeability of the site and effectively extend the landscape character of the park reserve.
5. Extension of public open space for additional passive recreation.
6. Integrated seating and green space to support urban cooling.
7. Raised crossing and road narrowing.
8. Shared use path currently being delivered at Moorabbin Reserve.
9. Continue the pedestrian and bike path into Moorabbin Reserve and, in the longer term, explore treatment options on Linton Street at its intersection with the new road link.



Design options for Horscroft Place

The reconfiguration of Horscroft Place as a key public open space presents an opportunity to develop a high amenity and distinctive landscape node. This will dramatically change the street character of Horscroft Place and will support the renewal of the precinct as a high quality mixed use precinct.

Two stages have been prepared for consideration.

– Stage 1: Incremental development plan

The incremental development plan retains a more traditional arrangement of court bowl and road carriageway with the landscape component configured as a repeated and adaptable kit of parts. This option can be delivered in multiple stages, potentially by individual landowners making a direct contribution to the street at the time of each property's redevelopment.

– Stage 2: Preferred ultimate outcome

The preferred ultimate outcome redevelops the court bowl of Horscroft Place as a shared zone, greatly extending the usable space of the existing open space reserve. This option is most easily delivered as a single stage of works. It will rapidly and dramatically change the character of the precinct.

Key elements of the design options

1. Smaller public space in the same 'language' helps to link the precinct and assist legibility.
2. Proposed shared user path to be considered.
3. North/south pedestrian path connection with tree planting or shared street to accommodate vehicular access.
4. Integrated seating and planting creates a welcoming and comfortable shared space where people are prioritised while access requirements continue to be met.
5. Integrated water sensitive urban design opportunities.
6. Extension of public open space for additional passive recreation.
7. Integrated seating and green space to support urban cooling.
8. Generous paved connection able to support shared use by cyclists and pedestrians.
9. Opportunity for active and/or articulated built form and or/ public realm interface.
10. Consistent surface treatment links to the park and plaza and provides a 'people focus' to the street.
11. Detailed design should accommodate 'three point' turns for vehicles.
12. Road carriageway offset towards north and consolidation of vehicle access points, crossovers and double driveways maximises public realm dimensions on south side of the street.
13. Shade trees in streetscape with integrated WSUD.
14. Three metre wide shared use path.
15. Generous linear public realm link on south side of the street.

Incremental development plan



Preferred ultimate outcome



WATER SENSITIVE URBAN DESIGN

Water Sensitive Urban Design (WSUD) has two main aims, to sustainably manage stormwater flow and to increase the level of water harvesting and reuse. This limits the impact of severe storm events and improves stream quality, as well as leading to reduced potable water use by improving overall water efficiency. WSUD involves multiple levels of water management initiatives in a hierarchy spanning both the public and private domains. It will involve the coordinated participation of many parties to fully implement across the whole precinct: local and possibly state government, water authorities, road authorities and private landowners.

The City of Kingston has developed an extensive array of documentation on water sensitive urban design strategies which should be referred to in any development application. Some specific strategies for consideration include the strategies outlined below.

Raingardens and wetland systems

Raingardens are small water filtration systems (up to around 5m wide) that use a combination of plants and highly permeable soil media to filter contaminants and slow down the passage of water into waterways. After passing through the raingarden, the water can flow to a storage for reuse or into standard drainage systems.

Raingardens can be linked to small wetland systems to encourage the further detention and filtration of stormwater runoff where there is sufficient space. Wetlands differ from raingardens in retaining water.

Raingardens and wetland systems could be considered for the open space corridors, especially if linked to a larger scale water management strategy incorporating the open space reserve.

Tree pits

Tree pits are a special kind of rain garden designed to accommodate a street tree. Generally, these systems divert a proportion of the kerbside runoff over the street tree root zone before allowing the overflow to drain into the stormwater pipe system. They can be integrated with the kerb and footpaths to provide a very small scale and easily implemented WSUD system.

Tree pits should be encouraged along Horscroft Place within the parking lane of the road reserve, to introduce street trees into the public realm and demonstrate best practice water management. This area is particularly appropriate for WSUD strategies because of the existing large areas of impervious paving and poor visual amenity.

IMPLEMENTATION

The redevelopment of Precinct 4 is intended to be an incremental process implemented through the actions of many stakeholders. The implementation of this vision should be led by Council but involve the progressive engagement with landholders, developers and the wider community.

Key projects

Short term:

- The development of the former Harvey Norman site is a key project that will change the character of the precinct, facilitate many of the design objectives and encourage further development. Development should encourage and not hinder development at Horscroft Place by providing adequate access opportunities.
- Realising the park and green link between Horscroft Place and Healey Street should be a priority project.
- Further development of the ultimate landscape design should be pursued in a way that can allow for a hybrid of options and allow development to occur in the interim.
- Engage with current business owners as a part of the wider stakeholder engagement strategy.

Longer term:

- Encourage incremental development throughout Horscroft Place in response to the emerging residential character of the precinct.
- Encourage the consolidation and development of the site north of the pocket park to frame either side of the open space and link the precinct to existing residential.
- The petrol station site is likely to be developed over a longer timeframe than other sites within the Precinct.

Key public space projects:

- Improve streetscape through the planting of street trees and implementation of WSUD strategies.
- Create corridors of publicly accessible open space to facilitate east-west and north-south interconnectivity within the Precinct.
- Explore treatment options on Linton Street at the intersection with the new road proposed as part of the Harvey Norman redevelopment and create a signalised pedestrian crossing that continues the bike and pedestrian corridor into Moorabbin Reserve.



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Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.7

RESPONSE TO NOTICE OF MOTION NO. 36/2018 - CR. EDEN - NATIVE TREE VOUCHERS - PROJECT UPDATE

**Contact Officer: Jimena Acevedo, Gardens for Wildlife Officer
Tony Collins, Team Leader Parks**

Purpose of Report

The purpose of this report is to provide Council with a review of the Free Tree Voucher Program trial offered with the 2019 rates and recommended changes for the 2020 rate year and beyond.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Note the results of the 2019 Free Tree Voucher trial.
2. Endorse the following changes to the scheme as proposed for 2020:
 - 2.1 Introducing an expiry date of 31 October 2020 for the redemption of vouchers in order to encourage planting to occur during the optimum planting season.
 - 2.2 Increasing the availability of plant stock to 5,000 with half of these to made up of shrubs and grasses in response to community feedback.
 - 2.3 Limiting plant suppliers to locations and businesses within the City of Kingston in response to community feedback.

1. Executive Summary

This report outlines the key findings of the Free Tree Voucher program with recommendations on changes for the 2020 rate year and beyond.

Based on the success of the 2019 program, it is recommended that the program continue with some modifications. These include an increase in available plants given to residents from 2,500 to 5,000 and that plant options are expanded from just trees to include indigenous shrubs and grasses. Further it is proposed that the nominated locations for plant collection be the two community-based nurseries and Council Officers investigate a third central distribution location.

It is also proposed that an expiry date of 31 October 2020 be included on the vouchers. This will allow for a two month redemption period whilst still ensuring maximum uptake within a specified time period. This is critical in order to ensure that plant stock health is maximised and that planting occurs during the optimum planting season.

The provision of free plants to ratepayers aligns with the launch of the Gardens for Wildlife program and further increases opportunities for our community to green our urban areas. This project also supports Council's recent Climate and Ecological Emergency Declaration.

2. Background

In response to the Notice of Motion 36/2018 – Cr. Eden - Native Tree Vouchers, Kingston Council made available a total of 2,500 trees (tube stock) via a pilot program incorporating a voucher included in the 2019 rates notices. The voucher entitled ratepayers each with 2 trees per property until the allocation of trees ran out.

A total of 2,230 trees were collected by ratepayers from four participating community nurseries. The remaining 270 trees were donated to local schools for planting.

Due to the success of the program it is recommended that moving forward, the number of available plants is increased to a total of 5,000. As not all properties are suitable for trees and following community feedback, it is recommended that half the available stock is made up of shrubs and grasses.

Continuing the free plant program for 2020 and beyond provides further opportunities to engage with the community about the environmental and health impacts of increasing vegetation on urban sites and aligns with the Gardens for Wildlife program to increase indigenous vegetation and biodiversity.

Based on the responses of the four nurseries involved in the pilot program in 2019, it is evident that the use of local nurseries within Kingston is a better model for ratepayers as they don't have as far to travel to collect their plants. There is also greater ownership of this program by the nurseries located in Kingston.

Due to the timing of this report, the survival rate of trees planted in 2019 was unable to be checked however planting and care instructions were provided with the trees.

3. Discussion

3.1 Council Plan Alignment

Goal 2 - Our sustainable green environment with accessible open spaces
Direction 2.2 - Greening Kingston and place making

The Free Tree program directly supports Council Objective 2.2.4 *Expand the urban forest by increasing the tree canopy cover in Kingston*

Other Council Strategies and resolutions that support this project include:
Climate Change Strategy 2018 - 2025
Biodiversity Strategy 2018 – 2023
Climate and Ecological Emergency Declaration – 28 January 2020

3.2 Consultation/Internal Review

Nurseries involved in the program were consulted regularly throughout the tree collection period. They passed on resident feedback which included desire for non-indigenous trees (such as fruit trees) and plants other than trees.

Council staff also received some feedback on participating nurseries, which included concerns by some residents that they had to travel outside of Kingston to obtain their trees. Therefore for 2020 and beyond, it is proposed two community nurseries and another yet to be determined site within Kingston be used as collection points.

3.3 Operation and Strategic Issues

3.3.1 Expiry Date

In 2019 the vouchers did not include expiration dates. This meant that ratepayers continued to ask for trees well beyond optimum planting times.

It is proposed that from 2020 an expiry date of the program be included on relevant material with a 31 October cut-off date. This will allow for a two month redemption period whilst still ensuring maximum uptake within a specified time period. This is critical in order to ensure that plant stock health is maximised and that planting occurs during the optimum planting season.

3.3.2 Plant Types

Many residents wanted to collect free plants but were unable to take advantage of the program as their sites were not suitable for trees. Many residents also requested fruit trees and were not aware that the program was specifically for indigenous tree tube stock.

Availability of shrubs and grasses in addition to the trees will ensure a higher uptake. Better communication to residents about the types of plants available and why they have been selected will also be included for 2020 and beyond.

3.3.3 Plant Suppliers

Due to the volunteer nature of the community nurseries involved, there were some restrictions on opening times which in turn put limitations on plant collection for the residents. The location of the 2 non-Kingston nurseries in Bayside & Frankston caused some concern for residents who had to travel outside of the municipality to collect their trees.

To address this, it is proposed that plant suppliers for 2020 will be limited to:

- Carrum Indigenous Nursery, Learmonth Reserve, Patterson Lakes
- Greenlink Sandbelt Indigenous Nursery, 587 Heatherton Road, Clayton South
- Council Officers to investigate a third central distribution location

3.4 Options

3.4.1 Option 1 - Discontinue the Free Tree Program

This option is not recommended as it would reduce Council's ability to facilitate increased tree canopy coverage and increased biodiversity in the community. The Tree Program is a proactive step in facilitating the Gardens for Wildlife program and encourages direct community engagement in greening the City.

3.4.2 Option 2 - Continue with the program only providing tree stock

Council could resolve to continue to supply tree stock only, without the inclusion of shrubs and grasses.

This option is not recommended as it would not respond to community feedback received and would exclude some residents from participating in the program.

3.4.3 Option 3 – Continue program with broader range of plants and collection points offered

This option proposes that Council work with two local community nurseries for provision of plant stock with Council to also grow some plant stock.

The proposed collection locations are:

- Carrum Indigenous Nursery, Learmonth Reserve, Patterson Lakes
- Greenlink Sandbelt Indigenous Nursery, 587 Heatherton Road, Clayton South
- Council Officers will investigate a third central distribution location

A total of 5,000 plants will be available from participating nurseries, with each ratepayer eligible for two plants (choice of trees, shrubs or grasses) per annum.

Plant vouchers will be provided in rates notices to advise the program will expire on 31 October and the initiative will be promoted on Council's website and other Council publications.

Planting and care information will be available on the free plant voucher, on the Council website and at point of plant collection.

This option is recommended as it provides for enhancements to the existing program which directly respond to community feedback.

4. Conclusion

4.1 Environmental Implications

Providing free plants to ratepayers will result in an increase in indigenous vegetation and tree canopy which will have the following benefits:

- Improvement of urban air quality through capturing and filtering of particulate matter
- Enhanced biodiversity, habitat and green corridors
- Urban cooling
- The Tree plant voucher program broadly supports the intent of item eight of the Climate and Emergency declaration made by Council on Tuesday 28 January 2020.

4.2 Social Implications

Social benefits of increasing green space include:

- Mental health and wellbeing
- Enhancing the character of the neighbourhood
- Improved publicity of community nurseries
- Increased community engagement.

4.3 Resource Implications

The cost to provide tube stock is approximately \$2.00 per plant for both Council and external nurseries.

The 2019 cost for program implementation was \$6,000. Program costs for 2020 and beyond will be \$10,000 per annum. This will have an ongoing \$10,000 impact on the Parks/Natural Resources Area budget.

4.4 Legal / Risk Implications

Trees provided become the responsibility of the ratepayer to maintain. Council has no obligation regarding maintenance or impact the trees may have in the future on surrounding infrastructure.

There is a reputational risk to Council of poor quality stock not surviving, leading to dissatisfied residents. Appropriate monitoring of providers will be incorporated into the program to ensure quality control.

Author/s: Jimena Acevedo, Gardens for Wildlife Officer
Tony Collins, Team Leader Parks

Reviewed and Approved By: David Shepard, Manager Parks and Open Space
Paul Marsden, Manager City Strategy
Bridget Draper, General Manager City Assets and Environment
Jonathan Guttman, General Manager Planning and Development

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.8

URBAN COOLING STRATEGY - CONSULTATION FEEDBACK AND UPDATED STRATEGY

Contact Officer: Helen Scott, Principal Environment Officer

Purpose of Report

This report presents a summary of the community consultation for the draft Urban Cooling Strategy, and the updated Strategy incorporating both organisational and community feedback for Council adoption.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Note the themes and issues raised through the community consultation period.
2. Adopt the revised Urban Cooling Strategy (Appendix 1).

1. Executive Summary

City of Kingston's Draft Urban Cooling Strategy was prepared throughout 2019. Council approved release of the Draft Strategy for public consultation in October 2019, and it was displayed through Your Kingston Your Say during November and December 2019.

The Strategy establishes an ambitious vision of "*a municipality with no urban heat islands*" to drive meaningful action, in line with City of Kingston's recent decision to declare a Climate and Ecological Emergency.

Consultation was promoted widely with feedback gathered through a survey on Your Kingston Your Say, as well as emails received via Customer Care. 112 survey responses were received, four comments were emailed to Customer Care, and feedback was received from key stakeholders.

Survey respondents provided feedback on how extreme heat impacted their daily routine, the things they were doing to reduce the impact of heat, and the actions they would like to see taken in their local area to reduce the accumulation of urban heat.

The feedback has been incorporated into the final Strategy document, including recognising the prominent role greening on both private and public land plays in cooling the municipality, articulating a more prominent role for water to facilitate cooling of the landscape, and more clearly defining a separation of 'emergency response' and 'health' actions. The Strategy also more clearly outlines the key actions to be taken in the first one to three years, and the medium-term outcomes in the four to nine-year time frame.

Some suggestions for minor actions have been carried over to the draft Implementation Plan, which provides more detail on a program of action over the next five years, including area of responsibility within Council.

Notional capital allocations are identified in the implementation plan. Consideration of required resourcing to implement individual actions is proposed to be deferred for consideration through the development of the Climate and Ecological Emergency Action Plan. This will allow for a more coordinated consideration of resource efficiencies and allocations required to deliver all outcomes stemming from Council's January 2020 resolution to declare a climate and ecological emergency.

This report recommends that Council adopt the Urban Cooling Strategy.

2. Background

Preparation of the Urban Cooling Strategy was a key action in Kingston's Climate Change Strategy 2018 – 2025, which prioritises adapting to the effects of climate change to ensure "our city is resilient and liveable in light of future climate change" (p21).

Research has shown that the loss of green space and the construction of hard, impermeable surfaces increases the heat captured in cities, leading to 'urban heat islands'. Urban heat islands are areas of a city where heat has accumulated, causing temperatures to rise above a regional average. The combined pressures of a hotter, drier climate under climate change, with a growing population will exacerbate this situation for City of Kingston.

Increased urban heat impacts our community, natural and built assets and infrastructure, with some members of the community more vulnerable to the impacts of extreme heat and heat waves than others.

However, urban heat is not 'inevitable', it can be mitigated through considering green (or natural) cooling mechanisms, how water is used in the landscape and the materials used for buildings and infrastructure. The Urban Cooling Strategy articulates how City of Kingston will mitigate urban heat and create a Cool Kingston.

The Strategy and its supporting Technical document were prepared throughout 2019. It involved analysis of international and local research, as well as modelling of specific heat and heat vulnerability in the City of Kingston. The strategy was shaped through extensive consultation across the organisation, as well as input from external stakeholders and community advisory groups such as the Public Space and Environment Advisory Committee and the Access and Equity Advisory Committee.

The Draft Urban Cooling Strategy was approved for public consultation by Council in October 2019 and was released on the Your Kingston Your Say website for seven weeks from 1 November to 23 December 2019.

3. Discussion

3.1 Council Plan Alignment

Goal 2 - Our sustainable green environment with accessible open spaces
Direction 2.1 - Environmental resilience and sustainability

The Kingston Urban Cooling Strategy contributes to this Direction by establishing an ambitious vision of *“a municipality with no urban heat islands”* to drive meaningful action, in line with City of Kingston’s recent decision to declare a Climate and Ecological Emergency. The Strategy will particularly address objective 2.1.1 *Reduce environmental impacts on our natural and built environment*. The Strategic Directions outlined in the Strategy will work together to mitigate the impacts of urban heat on both Kingston’s natural and built environments.

Several actions in the Strategy work to reduce the risk of extreme heat on those that are most vulnerable to its impacts, thus contributing to objective 3.1.2 *Support socially vulnerable community members*.

Finally, actions under the Strategic Direction: Cool Council Buildings and Assets will contribute to achieving objective 5.4.2 *Plan and manage Council’s assets and community facilities to ensure they are fit for purpose and compliant over the life of the asset*. This will be done by helping to reduce the impact of extreme heat on Council buildings and assets, to encourage heat resilient infrastructure into the future.

3.2 Consultation/Internal Review

The Draft Strategy was circulated widely across the organisation, to Parks and Recreation staff, Statutory and Strategic Planners, Vegetation officers, Community Buildings personnel, Infrastructure engineers, GIS staff, Emergency Management and Social planners. Additional face to face meetings were held with several areas, including Family Youth & Children’s services, Access Care, and Libraries. Constructive feedback was received and incorporated into the final version of the Strategy.

A cross-organisational Urban Cooling Project Working Group was established through the development of the Strategy. It has met to discuss the draft Implementation Plan, to confirm priorities and responsibilities.

External consultation on the Draft Urban Cooling Strategy was undertaken with key stakeholders (such as Melbourne Water, South East Water and Transition Kingston) as well as broader community consultation. The broader public consultation was undertaken through the Your Kingston Your Say website for seven weeks from 1 November to 23 December 2019.

Consultation was promoted through presentations to community groups, targeted emails, social Media, Kingston Your City and local Leader newspapers. Feedback was gathered through an interactive survey on Your Kingston Your Say, as well as emails received through Customer Care. We had a solid response, with Your Kingston Your Say receiving over 900 visits and 112 survey responses. In addition to survey responses, we received four emailed comments.

Key themes raised through community feedback were:

- **Impact on daily routine:** Extreme heat was identified as affecting physical and mental wellbeing; daily activities (including work activities) were altered to accommodate extreme heat; mobility was affected; and increased use of air-conditioning led to higher energy bills.

- **Reducing impact of heat:** Feedback indicates a wide range of measures are undertaken to reduce the impact of heat including: planting trees and vegetation; closing curtains and blinds; using fans and air-conditioning; drinking lots of water; re-scheduling or avoiding some activities; and staying indoors – either at home or seeking a place of cool refuge such as cinemas or shops.
- **To reduce urban heat:** Overwhelmingly, our community's focus for reducing urban heat is to increase green and blue infrastructure. This includes increased shade trees on streets, in parks and on private property; increased shading, vegetation and water features in public spaces (such as public transport hubs, shopping strips and parks); ensuring maximum area for vegetation and water in private developments.

Councillors have noted the important cooling role played by golf courses across the Municipality, through providing irrigated green space, tree canopy and retaining water in the landscape.

3.3 Operation and Strategic Issues

3.3.1 Some issues raised by community members are not within Council's control

Many community members raised concern about clearing of vegetation, particularly canopy trees on private land during private development. While Council currently has certain controls in place to limit the removal of vegetation, and the replacement of vegetation when it is removed, some community members' expectations are greater than what is currently within Council's ability to control. It is noted that this issue will be further explored and resolved through Council's response to Item 8 of NOM 2/2020 – *Declaring a Climate and Ecological Emergency*.

3.3.2 Relationship with the draft Housing Strategy & Neighbourhood Character Study

There is currently heightened awareness around the changing landscape of the City of Kingston, due in part to public consultation on the draft Housing Strategy & Neighbourhood Character Study. Public messaging around actions delivered through the Urban Cooling Strategy will need to be mindful of the ongoing work being undertaken to refine and implement the draft Housing Strategy & Neighbourhood Character Study.

3.3.3 Trialling initiatives

Proactive cooling of urban environments is a relatively new space, and many actions require research, testing and trialling of innovative cooling interventions to determine if they are appropriate in the Kingston environment. Some of these initiatives will prove successful, while others may not deliver the desired outcomes. An adaptive management approach will be established to ensure all new initiatives are monitored and adapted appropriately.

3.3.4 Implementation plan

A five-year Implementation Plan has been established, which will be reviewed and updated annually. The Plan identifies actions under each Strategic Direction, with associated responsibility to lead and support the action. It thus indicates cross-organisational collaboration required for several actions.

Notional budget allocations have been identified against several actions that will be submitted through the usual budget planning cycle. It is proposed to defer consideration of staff resourcing to implement individual actions to the development of the Climate and Ecological Emergency Action Plan. This will enable a coordinated consideration of resource efficiencies and allocations to

deliver outcomes arising from Council's January 2020 resolution to declare a climate and ecological emergency.

Following endorsement of the Urban Cooling Strategy by Council, it is proposed to embed key actions in corporate performance reporting.

4. Conclusion

4.1 Environmental Implications

Delivery of the Urban Cooling Strategy has the potential to positively influence Kingston's environment in numerous ways. Primarily, it will help mitigate the negative impacts of increasing heat on human health, fauna and flora.

Increased greening was strongly supported through the community feedback and will not only support a cooler environment but will contribute to improved biodiversity across the municipality.

Additionally, increased planting of vegetation, particularly larger canopy trees, will help absorb carbon dioxide, thus mitigating our greenhouse gas emissions in support of Kingston's recent declaration of a Climate and Ecological Emergency.

To be sustainable, vegetation needs to be watered by alternative water supplies (such as recycled water or captured stormwater), so that our potable water consumption does not increase.

4.2 Social Implications

The Urban Cooling Strategy emphasises helping those most vulnerable to the impacts of heat (such as the elderly, those living with a disability, CALD communities and children under 4 years of age). Approximately one quarter of survey respondents were over 65, thus representing one of these heat vulnerable groups. They identified the negative health and wellbeing impacts of extreme heat and were supportive of Council actively progressing Urban Cooling initiatives.

The Strategy outlines actions to improve awareness, knowledge skills and networks to improve health and wellbeing outcomes related to the impacts of extreme heat, particularly targeting those most vulnerable to heat impacts. It also provides links to emergency response elements such as Kingston's Heatwave Strategy, designed to address urban heat impacts.

4.3 Resource Implications

The five-year Implementation Plan indicates operational and capital budget implications. The anticipated capital cost for the first five years is estimated to be \$1.3 million with operational expenses in the order of \$480,000.

Indicative Implementation costs (excluding staff resourcing)

2020-21		2021-22		2022-23		2024-25		2025-26	
Cap	Ops	Cap	Ops	Cap	Ops	Cap	Ops	Cap	Ops
\$-	\$85,000	\$400,000	\$180,000	\$300,000	\$62,000	\$300,000	\$104,000	\$300,000	\$46,000

The Implementation Plan will be reviewed and updated annually. Some of the actions can be incorporated into existing capital budget allocations, while some may require additional funding (through Council budget processes or external funding sources).

Staff resourcing to deliver the actions will be considered through the development of the Climate and Ecological Emergency Action Plan, to facilitate a coordinated and efficient allocation of resources.

4.4 Legal / Risk Implications

Proposed changes to the Local Government Act (outlined in the Local Government Bill 2019), outline local government's responsibility to promote "mitigation and planning for climate change risks" (Local Government Bill 2019, Part 2, Division 9. 2c). Actions to be delivered through the Urban Cooling Strategy help Council demonstrate its commitment to understand and reduce one of its climate change risks – the impacts of increased urban heat.

Appendices

Appendix 1 - Urban Cooling Strategy FINAL (Ref 20/23654) 

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Jonathan Guttmann, General Manager Planning and Development

8.8

URBAN COOLING STRATEGY - CONSULTATION FEEDBACK AND UPDATED STRATEGY

1	Urban Cooling Strategy FINAL	197
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Creating a Cool Kingston

City of Kingston – Urban Cooling Strategy

February 2020

community inspired leadership



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Community summary

Background and purpose

Extreme heat and heat waves have a major impact on the health and wellbeing of the community and more broadly the productivity of the economy.

As cities grow and populations increase, the way that heat accumulates across the Municipality changes. This is a result of changes in the amount of green space compared with hard impervious surfaces. Where the vegetation is maintained during development and cool materials are used, temperatures can be maintained. However, where surfaces are replaced with materials that accumulate heat, the landscape can become hotter.

Urban heat islands were identified in the City of Kingston using thermal imagery from satellites. Heat islands occurs where there is a greater proportion of bitumen, dark roofs, dry grass and bare ground (e.g. Moorabbin Airport). In contrast, cool islands feature irrigated grass, wetlands, water bodies and trees (e.g. golf courses).

Urban heat islands could become more widespread as a result of climate change and increased urbanisation. Modelling of the impact of climate change suggests that the area of heat islands in the Council could significantly expand.

This Urban Cooling Strategy presents the City of Kingston's vision for Creating a Cool Kingston. It is underpinned by significant technical analysis (see the Technical Background Report for more information) and consultation across Council and with the community.

What is an urban heat island?

An urban heat island is a part of a city or town where heat has accumulated, causing temperatures to rise above a regional average

Creating a Cool Kingston

City of Kingston's vision is a municipality with no urban heat islands. It is a community that actively manages the impacts of urban heat on people and the environment through decisions that encourage urban cooling.

To achieve this vision, Council will develop strategies and actions based on the following principles:

- Target hotspots where the most vulnerable community members live, work and travel;
- Lead and innovate in the adoption of evidence based, new practices;
- Work collaboratively with the public and private sector;
- Integrate 'cooling' into decision making across Council;
- Advocate for policy change;
- Monitor and evaluate; and
- Maximise the social, environmental and economic benefits of actions, now and into the future.

The range of strategies that assist with managing urban heat and Creating a Cool Kingston are relevant to multiple functions within Council, and also require working with the broader community, government agencies and business. Council's five Strategic Directions outline the actions we will deliver in the next one to three years, the medium term outcomes (4-9 years), which will contribute to achieving longer-term goals (10+ years).

The five Strategic Directions under which actions have been developed are:

Strategic direction 1: Urban greening

Urban greening describes vegetation in the urban landscape, such as trees, shrubs, irrigated turf, green walls and green roofs. Collectively, these greening elements help to cool the landscape.

Our goal 1: Increase vegetation cover across Kingston, including tree canopy.

Strategic direction 2: Planning and building

Planning and building decisions drive the structure and function of cities. As cities grow, they are shaped by the way in which suburbs are planned, and commercial and residential buildings are designed and constructed.

Our goal 2: Incorporate urban heat mitigation principles and elements in planning and building decisions.

Strategic direction 3: Cool Council buildings and assets

Building and construction materials absorb and retain heat in different ways and therefore material selection has a large impact on the occurrence of heat islands.

Our goal 3: Adopt the use of cool materials in Council buildings and assets.

Strategic direction 4: Emergency and health response

Planning, preparing, responding and recovering from periods of extreme heat are essential aspects of emergency response. Additionally, as the significance of the impact of extreme heat on human health has become better understood, so too has its focus within health services sectors.

Our goal 4: Support community members who are vulnerable to heat to develop the skills, knowledge and support networks to reduce the impacts of extreme heat.

Strategic direction 5: Education, Engagement & Partnerships

Council can contribute to urban cooling by raising both staff and community awareness about the drivers and impacts of urban heat, engaging with developers and businesses, and building partnerships with different levels of government. This Strategic Direction underpins the actions undertaken in all of the Strategic Directions.

Our goal 5: Improve staff, community and stakeholders understanding of the impact of extreme heat and how they can make decisions that mitigate the impacts of heat through greening, cool materials and behaviours.

Implementation program

Council will develop an implementation plan that is reviewed annually, informed by the principles identified in this Strategy, building on the previous year's activities.

An internal staff working group with representatives from key functional areas will oversee implementation of the Strategy.

1. Why do we need an Urban Cooling Strategy?

1.1. BACKGROUND

Metropolitan Melbourne's population increases steadily each year. To support this growing population new developments and infrastructure such as roads are being constructed at an ever-increasing rate. This is resulting in the continued transition of green open space to hard impervious surfaces.

The loss of green space and construction of hard surfaces that absorb and retain heat increases the temperature in cities. While small areas of hard surfaces can create localised hot spots at the scale of a few metres, large areas of heat can accumulate in "heat islands" at the block or neighbourhood scale. Living and working in these heat islands exposes people to much greater temperatures, which creates health and productivity risks for the community and economy.

Heat islands could become more widespread and intense in the future if development is done in a way that removes green open space or uses building and construction materials that absorb heat. Furthermore, climate change, which has already impacted Melbourne and will see temperatures continue to rise over the coming decades, is exacerbating the impact of extreme heat on urban areas.

While heat islands exist in every capital city in Australia, actions can be taken to mitigate or even eliminate them. Councils are in an ideal position to influence the mitigation of heat islands given their roles in influencing development and planning as well as managing features of the natural landscape such as parks, sporting fields and streetscapes.

1.2. PURPOSE

This Urban Cooling Strategy presents the City of Kingston's vision for creating a cooler city. It recognises existing programs already being undertaken in the municipality and highlights areas where a 'cooling lens' can be applied to our work. It has been developed to ensure that the health and wellbeing of the community, and productivity of the economy, can be maintained as urbanisation, population growth and climate change combine to exacerbate urban heat.

The Strategy:

- describes the local and policy context relevant to creating a cool city;
- summarises key background, technical analysis that identifies the location and drivers of urban heat and cooling now and in the future;
- presents a vision, guiding principles, high level strategic-directions, goals, outcomes and actions;
- introduces governance mechanisms and how creating a Cool Kingston can be monitored and evaluated in the future.

Importantly, this Strategy has been developed to provide direction for tangible actions that Council can undertake directly, as well as where Council can work with and influence others, and identify avenues for further investigation.

1.3. HOW HAS THIS STRATEGY BEEN DEVELOPED?

A Technical Report was prepared to inform development of this Strategy. It analysed international and local research, and modelling of localised data and conditions to describe the location of urban heat islands across the City of Kingston, what their drivers are, the location of urban heat islands in relation to vulnerable members of the community, and how urban heat islands could change in the future.

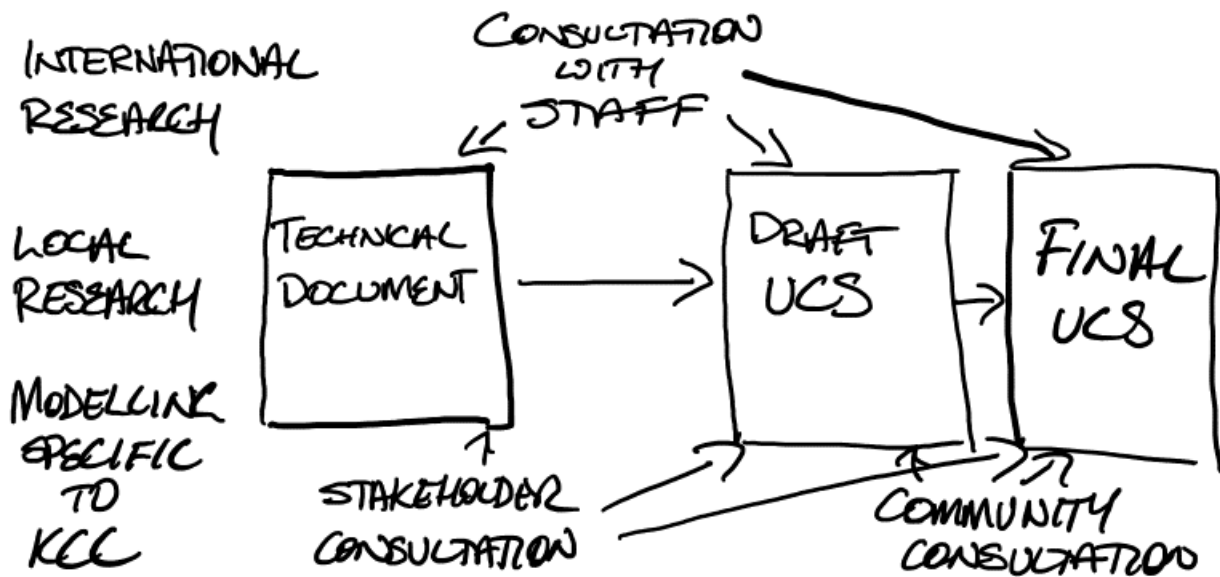
This technical research and modelling informed two workshops with Council staff from across the organisation. The workshops identified and prioritised actions required to create a Cool Kingston.

Briefings were held with several community groups, including the Access and Equity Committee, and the Public Space and Environment Advisory Committee to further inform the development of the Strategy.

The draft Strategy was provided to the community for consultation over November and December 2019 via Council's consultation website: *Your Kingston, Your Say*. Notifications were placed in Leader Newspapers, Kingston Your City, The Voice, Kingston community e-newsletters, social media posts and direct emails through Council committees. We received nearly 120 responses which have helped to further shape the final Urban Cooling Strategy.

Figure 1. Preparation of the Urban Cooling Strategy

Image to be designed



2. Context

2.1. LOCAL CONTEXT

The City of Kingston, located 20 km south of Melbourne, is 90 square kilometres in size and incorporates 13 km of coastline and a broad mix of residential suburbs, commercial areas and industrial zones. Residents in Kingston have access to a range of open space assets on public land such as wetlands; waterways; and a range of parks, reserves, playgrounds, sporting grounds and shared paths. There are also significant areas of open space on private land, most notably golf courses.

Kingston is the tenth largest municipality in Melbourne and continues to grow. The population was approximately 157,000 in 2016, which is an increase of about 20,000 people over the past decade (1) **Invalid source specified.Invalid source specified.** The population is expected to continue to rise in the decades ahead, with the 2036 population projected to be about 190,000 people, which includes an additional 10,000 seniors. This will require an increase in the number of dwellings in the region of between 14,000 and 18,000, depending on the mix of medium and high-density development.

Some major features of the municipality include Moorabbin Airport, Braeside Park, Edithvale Wetlands, Southland Shopping Centre, Moorabbin Oval, and the large Braeside Industrial Area. The Patterson River and Mordialloc Creek both run through the City.

2.2. POLICY CONTEXT

The City of Kingston Council Plan 2017 – 2021 sets out a vision for:

A diverse, dynamic community where we all share a sustainable, safe, attractive environment and a thriving economy.

The Council Plan features five goals:

- Our well-planned, liveable city supported by infrastructure to meet future needs
- Our sustainable green environment with accessible open spaces
- Our connected, inclusive, healthy and learning community
- Our free-moving safe, prosperous and dynamic city
- Our well-governed and responsive organisation.

Urban cooling is central to achieving the majority of these goals, playing an important role in creating a liveable city, with a sustainable green environment that supports a healthy and prosperous community.

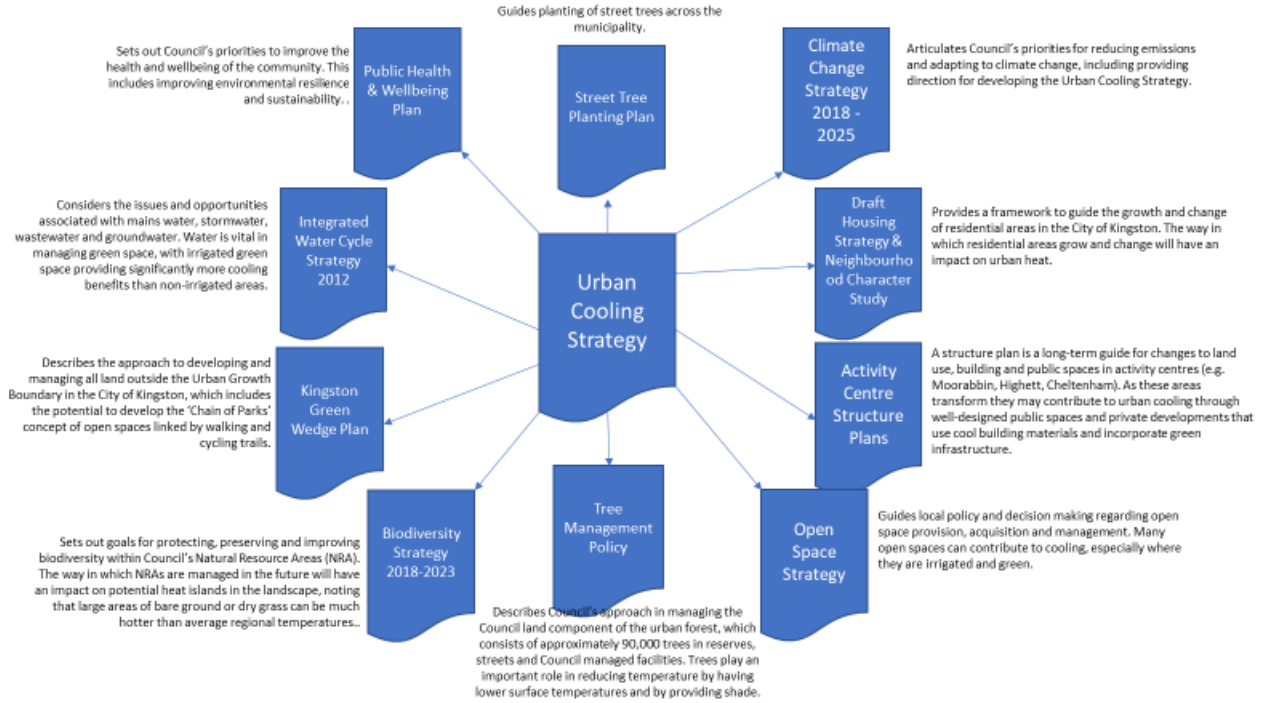
The development of this Strategy was undertaken in the context of a range of other key Council strategic planning documents. The relationship between these documents and this Urban Cooling Strategy is described in Table 1. This strategy also interacts with the Kingston Planning Scheme and policy documents such as Kingston's Community Buildings Environmentally Sustainable Design (ESD) Policy. Through the actions identified in this Strategy, urban cooling is likely to influence how actions are implemented in many other strategic planning and policy documents.

At a State and Metropolitan Melbourne level this Strategy complements:

- the Victorian Government's *Plan Melbourne 2017 – 2050*,
- Victoria's *Climate Change Adaptation Plan 2017-2020* and
- Resilient Cities' *Living Melbourne: Our Metropolitan Urban Forest Strategy*.

Figure 2. Relationship between the Urban Cooling Strategy and other key Council strategies plans and policies.

Image to be designed



3. Why is urban heat important?

In Victoria, extreme heat is defined as an average temperature equal to or exceeding defined heat-health thresholds, which for the City of Kingston, is 30°C (2) **Invalid source specified.Invalid source specified..** Periods of extreme heat lasting several days are referred to as “heat waves” and cause more illnesses and deaths each year than any other natural hazard (3) **Invalid source specified.Invalid source specified..** Illnesses range from mild to life-threatening, and include heat oedema (fluid retention), heat cramps, and heat stroke (4) **Invalid source specified.Invalid source specified..** In addition, exposure to extreme heat can exacerbate existing chronic illnesses that account for a high proportion of excess deaths during extreme heat events (5; 6) **Invalid source specified.Invalid source specified..**

Extreme heat also impacts productivity, especially affecting people working outdoors by contributing to lower performance and reduced working hours. It also creates issues for the operation and maintenance of essential services infrastructure such as water, energy, telecommunications and transport infrastructure.

While extreme heat and heat waves relate to trends in temperatures over time, the urban heat island describes trends in average temperatures over space, specifically describing the average higher ambient air temperatures in urban areas compared to surrounding rural areas (7) **Invalid source specified.Invalid source specified..** The urban heat island effect is critical for human health and well-being because it exacerbates increases in extreme heat, making urban populations more vulnerable to heat-related impacts.

Reducing the impacts of extreme heat and urban heat island effects requires an understanding of how heat varies across a city so that cooling can be prioritised to local hot spots (measured at the scale of a couple of meters) and/or heat islands (measured at the scale of hundreds of metres).

Measuring urban heat is generally done in three ways: (1) land surface temperature; (2) air temperature; and (3) thermal comfort.

While land surface temperature and air temperature are different, cooling high land surface temperatures as a way to mitigate urban heat island effects is considered to be an appropriate strategy (8) **Invalid source specified.Invalid source specified..** For the analysis that informed the identification of heat islands in Kingston, only land surface temperature, measured through thermal imagery from the Landsat 8 satellite platform was used.

What is the difference between extreme heat and an urban heat island?

Extreme heat can affect all parts of a city and is normally measured as a period of prolonged high air temperature. An urban heat island on the other hand is a part of a city where heat has accumulated, causing temperatures to rise above a regional average (Figure 3). The experience of extreme heat is greatest in urban heat islands.

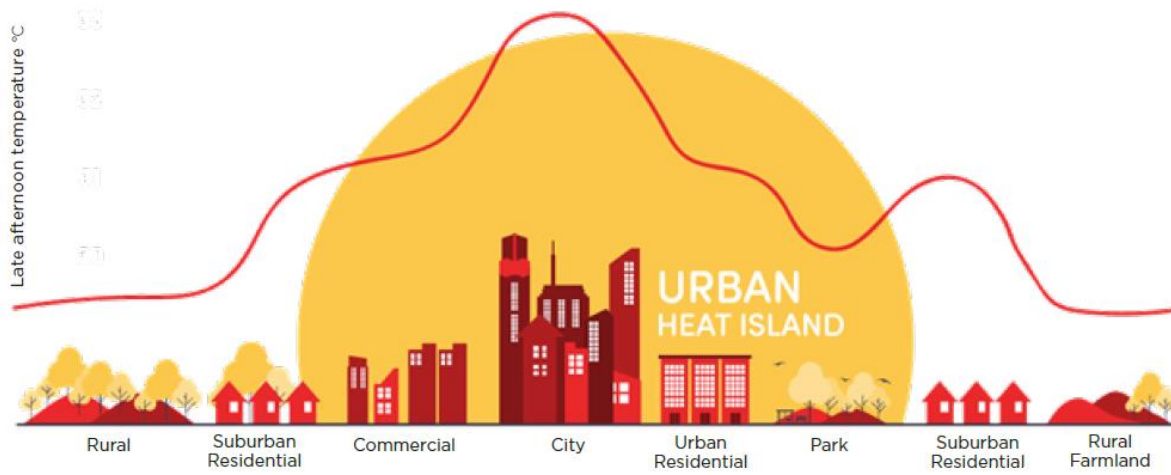


Figure 3. Urban heat island location in the landscape. Source: Western Sydney Regional Organisation of Councils (9)Invalid source specified.Invalid source specified..

4. How is urban heat impacting Kingston?

4.1. WHAT OUR COMMUNITY TOLD US

Our community told us that extreme heat and heat waves impact them in numerous ways. It can adversely affect their sleep, as well as their mental and physical wellbeing. Extreme heat and long periods of heat can stop community members from exercising, and doing many of their normal daily activities – like shopping, walking the dog and work. It also impacts how they get around – with many people choosing to drive rather than walk, or to alter their commute to work.

4.2. WHERE ARE THE HEAT ISLANDS?

The location of heat in Kingston was determined by analysing the surface temperature over the landscape during the summer of 2018/19¹. This analysis is represented in Figure 4 and provides a snapshot of where heat builds up in Kingston on a typical warm summer day.

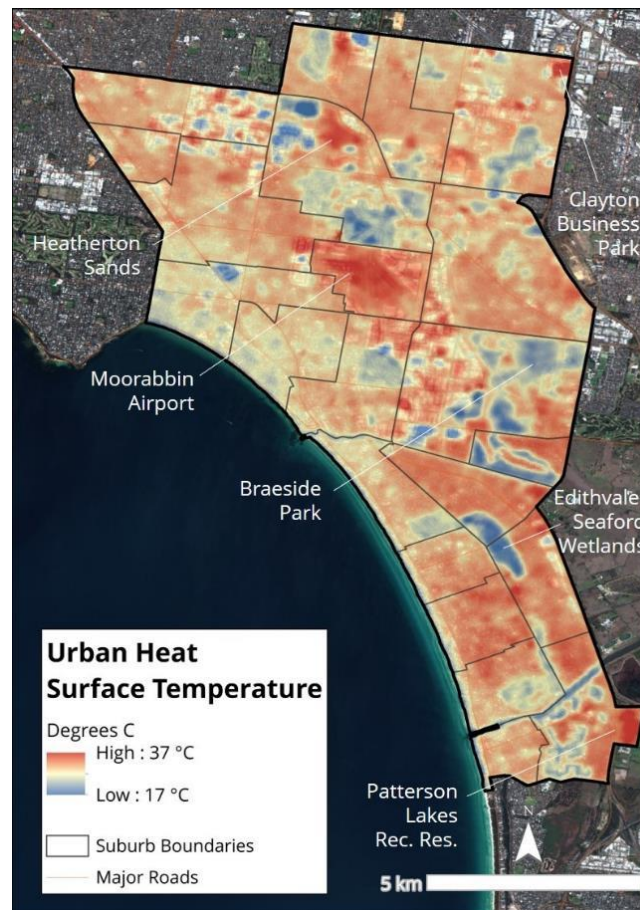


Figure 4. Land surface temperatures averaged from two warm days during the 2018-2019 summer season (27/12/2018 – 37.1° and 28/01/2019 – 33.2°. High temperatures are red and low temperatures are blue, with yellow indicating average temperatures for the entire council area.

¹ Landsat 8 images were analysed from 27 December 2018 and 28 January 2019, days during which air temperatures reached 37.1 and 33.2 °C, respectively (BOM Moorabbin Airport).

To understand where accumulated heat can lead to problems, an urban heat island map was produced by calculating the degrees above or below a reference baseline temperature, calculated as the average land surface temperature of all non-water surfaces in Kingston and the adjacent councils (Figure 5). This results in a relative temperature map showing how many degrees warmer or cooler one area is compared with the baseline temperature. All areas more than 2 °C above the baseline are identified as an urban heat island. The heat island area, proportion and relative surface temperature are summarised in the Technical Background Report.

While small areas of hard surfaces can create localised hot spots at the scale of a few metres, large areas of heat can accumulate in “heat islands” at the block or neighbourhood scale.

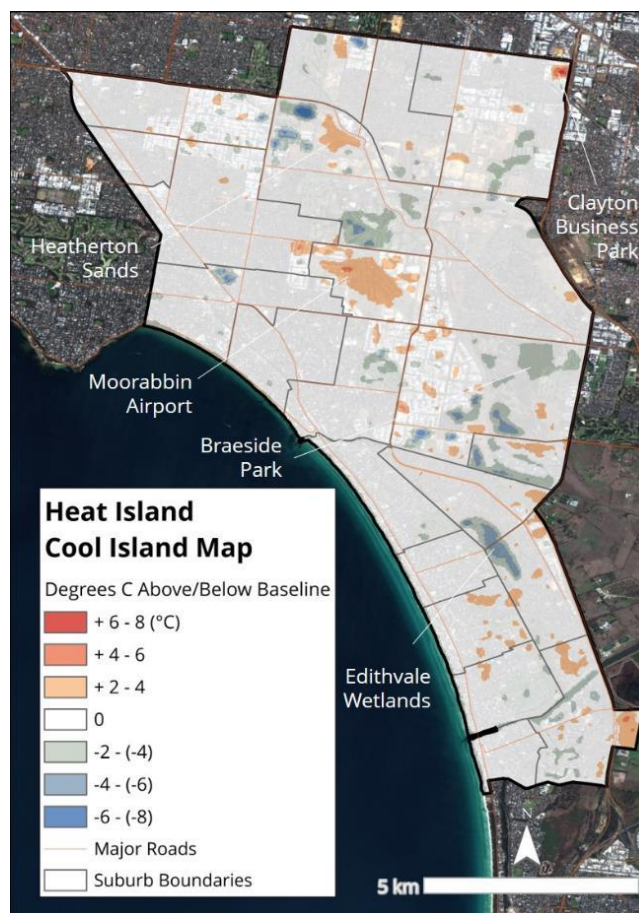


Figure 5. Heat and cool island map showing where temperatures are more than 2°C warmer or cooler than the regional average.

Hot spots and heat islands were found throughout the City of Kingston, including:

- Moorabbin Airport: surface temperatures upwards of 34.5 °C, which is more than 4 °C above the temperature threshold for an extreme heat island;
- Patterson Lakes: heat islands recorded in residential areas to the immediate west of Old Wells Road and in the Patterson Lakes Recreation Reserve;
- various locations across Chelsea Heights; and
- Heatherton Sands: an old sand mine located in the suburb of Heatherton.

Despite the presence of hot spots and heat islands, cool areas also exist in the City of Kingston. Examples identified in the analysis include:

- golf courses such as Capitol, Commonwealth, Kingston Heath, Rosedale, Spring Valley and Woodlands;
- Edithvale Seaford Wetlands and parks and reserves such as Braeside Park, Karkarook Park and Mordialloc Creek; and
- areas within industrial parks with lighter coloured roofs, such as Braeside and Moorabbin.

4.3. WHO IS AT RISK FROM HEAT ISLANDS?

The biggest impact of urban heat islands is when they occur in areas where people vulnerable to heat either live, work or travel through. The technical analysis that underpins this Strategy used statistical information about heat vulnerable groups identified as being most relevant for Kingston. These groups were babies and young children under 4 years of age, seniors over 65 years, culturally and linguistically diverse (CALD) households², single person households over 65 years, and people living with a disability. This social vulnerability information was combined with the heat exposure data to develop an urban heat island vulnerability map (Figure 6)

The results of the analysis suggest that residential areas such as Aspendale Gardens, Cheltenham, Clayton South and Patterson Lakes have the highest urban heat island vulnerability within the City of Kingston i.e. vulnerable members of the community occurring in areas exposed to urban heat.

Some of the most vulnerable areas in Kingston have large, predominantly senior, populations combined with the extreme heat in these locations.

² CALD households are where a non-English language is the primary language spoken at home.

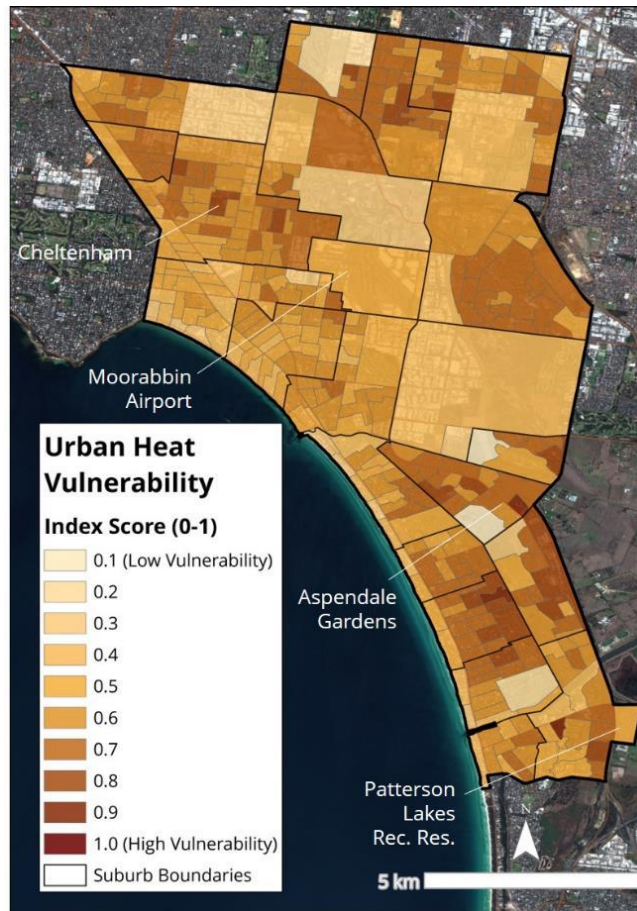


Figure 6. Urban heat vulnerability for suburbs (boundaries shown) and SA1³ units (shaded areas) for the City of Kingston.

4.4. WHAT IS CAUSING HEAT ISLANDS?

4.4.1. Impact of surface materials

Hot spots and heat islands are driven primarily by the type of materials covering the land surface. The resolution of satellite imagery used for this analysis was too coarse to identify these fine-scale relationships, however, analyses conducted for the Eastern and Northern Adelaide region of Councils (Figure 7) is relevant for Kingston. These analyses show that:

- surfaces that are cool during both the day and night include:
 - light roofed buildings (commercial and residential);
 - irrigated grass; and
 - shade sails;
- surfaces that are cool during the day and can retain heat at night include:
 - open water bodies;
 - trees; and
 - tree-shaded streets;
- surfaces that are warm during the day and cool at night include:
 - artificial turf;

³ Statistical Area Level 1 - geographical areas built from whole mesh blocks (geographic unit).

- bare playgrounds;
- non-irrigated grass;
- bare ground; and
- dark roofed buildings (commercial and residential);
- bitumen is warm during the day and night.

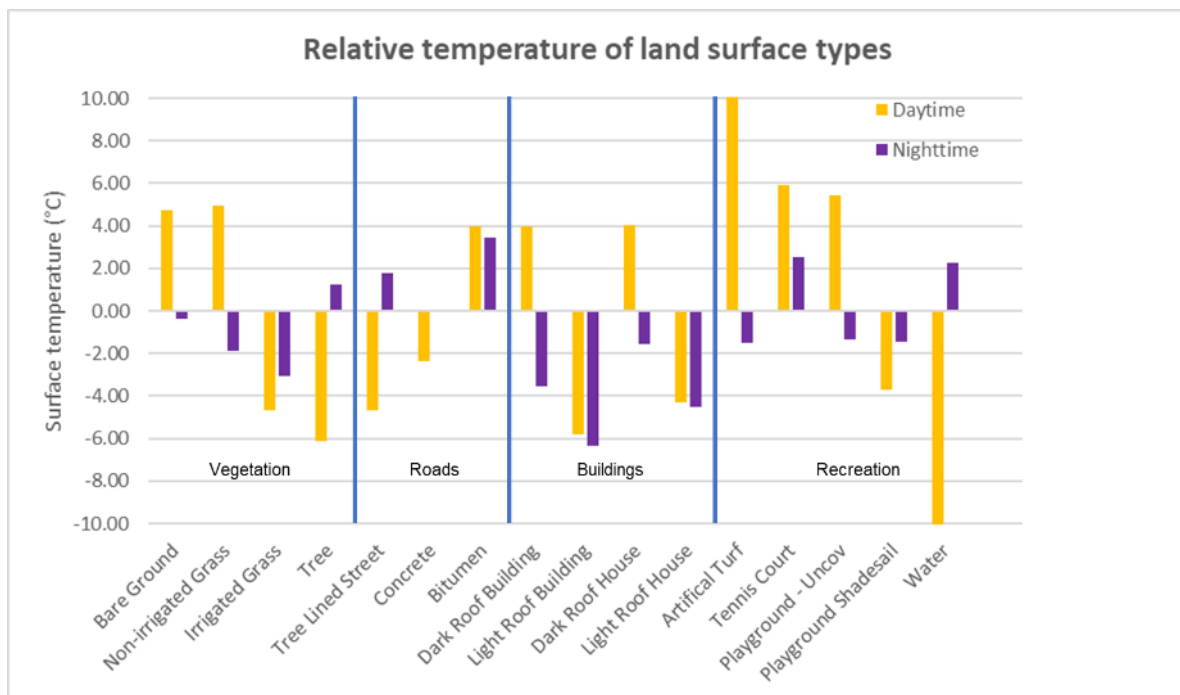


Figure 7. Relationship between surface temperature and land surface type based on thermal data collected during the day and night in Eastern and Northern Adelaide during the summer of 2017/18 (11)Invalid source specified.Invalid source specified..

Using these land surface relationships, the patterns of urban heating and cooling in the City of Kingston can be explained, such as:

- Moorabbin Airport is a strong heat island because of the combination of hard surfaces like bitumen and concrete combined with large open areas of bare ground or grass that dries off during summer;
- Patterson Lakes Recreation Reserve is a heat island due to the large areas of non-irrigated grass;
- the impact of dark roofs and small blocks is illustrated in Patterson Village (Figure 8), which at an SA1⁴ level has very high heat exposure;
- golf courses and recreational parks are cooler than the regional average temperature because turf is regularly irrigated; and
- suburbs such as Braeside, Waterways, and Aspendale Gardens have more varied thermal landscapes with small heat islands (driven by dense residential areas with dark roofed buildings)

⁴ Statistical Area Level 1 - geographical areas built from whole mesh blocks (geographic unit).

intermixed with cool islands (created by large expanses of green areas, water, and light-coloured roofs).

Warming in a suburb can be moderated by large areas of green space, or proximity to oceans and the cooling effect of onshore winds, such as in Mentone and Parkdale.



Figure 8. This image presents a notable hot area in the landscape, showing dark roofed buildings and small-medium sized blocks with the total impervious area taking up a large proportion of the block.

4.4.2. Urban forest and the urban heat island effect

Management of trees, vegetation and water throughout the City can help to offset the most negative impacts of urban heat by breaking up large expanses of drivers of heat and by providing localised cool spots that residents can visit for relief. Trees are known to have significant cooling effects, as well as providing a range of additional benefits to people and the environment.

Resilient Melbourne and The Nature Conservancy's *Living Melbourne Strategy* provides a snapshot of the metropolitan urban forest cover for 2016-2017 (12)**Invalid source specified.Invalid source specified.** This is complemented by 2018 vegetation analysis undertaken by the Department of Environment, Land, Water and Planning⁵. Together these analyses suggest that the urban forest cover in Kingston greater than 3 m in height is 9.7 – 8.9 % respectively, which is below the average for Metropolitan Melbourne of 15.4% (Figure 9).

⁵ <http://mapshare.maps.vic.gov.au/coolinggreening>

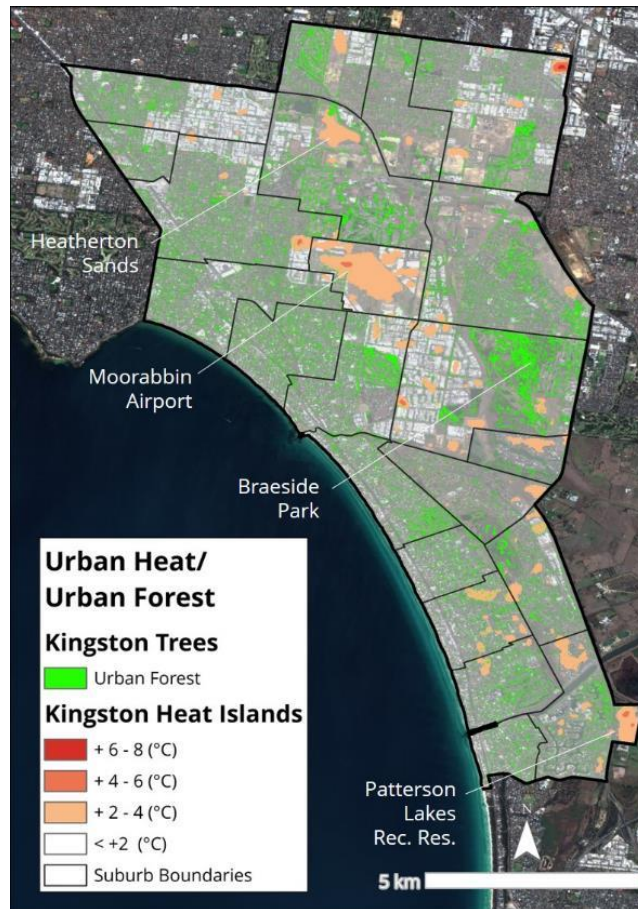


Figure 9. Urban forest and urban heat map with suburb level statistics. Urban forest is only for trees >3m.

Within the municipality, leafier suburbs tend to be cooler than suburbs with a lower proportion of canopy cover (Figure 10). While the amount of canopy and green spaces within a City are important, so too is the placement of these spaces, if urban heat is to be adequately mitigated across the City as a whole.

City of Kingston has numerous golf courses across the municipality that contribute to both the urban forest and retaining water in the landscape. They deliver valuable ecological services for the municipality, and provide an important role in localised cooling in the municipality, as shown in Figure 5.

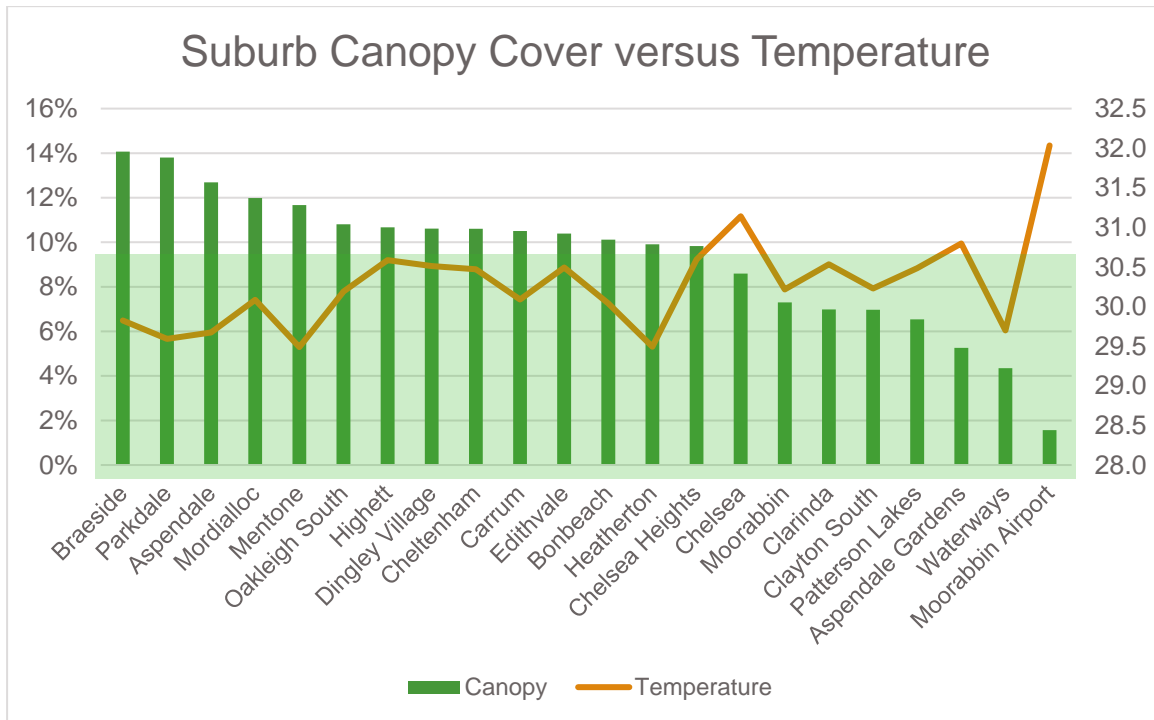


Figure 10. Percentage canopy cover for different suburbs versus average surface temperature for each suburb. The green shaded area is the average canopy cover for the City of Kingston.

4.4.3. Water in the landscape

Water is vital to cooling the municipality, particularly through irrigation of green spaces. Areas that remain green and irrigated during warmer months over late spring, summer and early autumn, will contribute to cool spots. However, if such areas become dry either as dry grass or bare ground, they could become heat islands, further exacerbating the effects of extreme heat. This re-enforces the need to consider ways to actively maintain green open spaces and consider alternate water sources across the municipality. Council’s Integrated Water Cycle Strategy outlines how Kingston will improve water efficiency, and increase the use of alternate water sources (such as recycled water and stormwater) for irrigation and other appropriate purposes.

4.4.4. Heat production by activities of people

Heat produced by activities such as driving combustion engine cars and using split system air conditioners can contribute to warming the air temperature where these activities are concentrated. Air pollution, from emissions of particulates from engines and industrial processes further contributes to trapping heat in the urban environment. Council’s Climate Change Strategy commits to support our community to reduce emissions by 20% by 2025, which helps to address heat from human activities.

5. How might hotspots change in the future?

5.1. IMPACT OF CLIMATE CHANGE

Climate change has already impacted Australia, with average temperatures having increased in Melbourne by 1.2 to 1.4°C since 1950. Future climate change will result in hotter and drier conditions in Melbourne and more extreme heat days and heat waves (13)**Invalid source specified.Invalid source specified..** The experience of extreme heat will be heightened for people living, working or recreating in heat islands.

To understand future urban heat, climate data prepared for Victoria by the CSIRO (14)**Invalid source specified.Invalid source specified.** was applied to Kingston⁶. By mid-century the data suggests land surface temperatures are likely to increase by 1.3 – 1.65 °C with the stronger warming occurring in the north-eastern suburbs. Using this data, potential future climate heat islands were calculated against current baseline temperatures (Figure 11).

Using this approach, the severe heat islands become larger and more intense in the future, and most suburbs see a large expansion of heat islands. In this future, all cool islands are constrained to water bodies, and areas with concentrated trees and light-coloured roofs. Further information about potential heat island distribution in the future is provided in the Technical Background report.

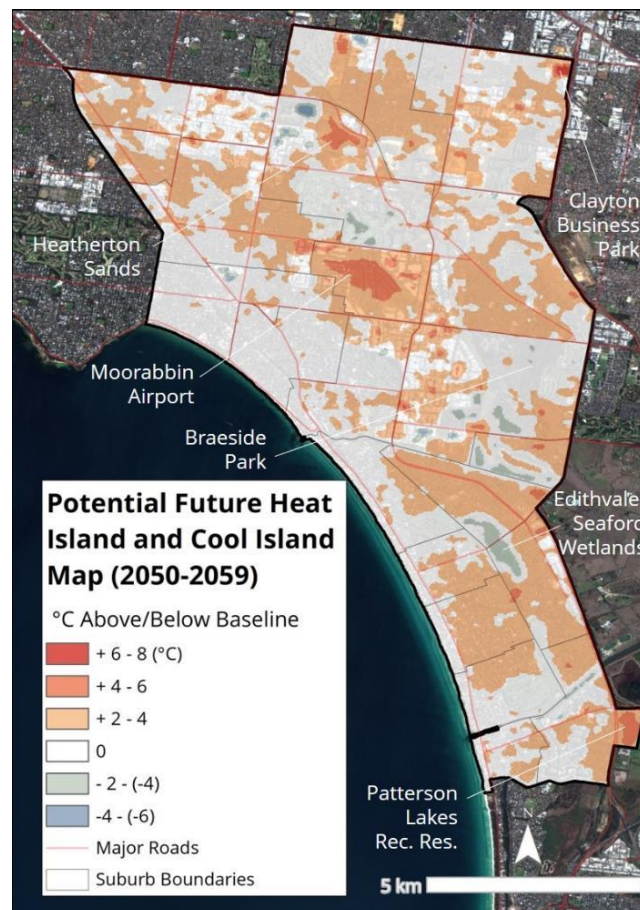


Figure 11. Possible future heat islands showing how increased surface temperatures will create expanded heat islands compared to current baseline temperatures.

⁶ The Australian Community Climate and Earth-System Simulator (ACCESS) model was used which is a reference model in the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report (AR5).

5.2. IMPACT OF DEVELOPMENT

Development-driven changes in Kingston's land cover have the potential to both increase and decrease the amount of heat retained in the urban landscape. Expansion of cooling surfaces such as trees, irrigated grass, and light surfaces will reduce the heat island effect while expansion of warming surfaces such as bitumen, bare ground, and dark surfaces will exacerbate the effect.

The CRC for Water Sensitive Cities Scenario Tool can be used to model the impact of future land surface types and development approaches on land surface temperature. The Scenario Tool was used to assess whether development that incorporates urban cooling principles has the potential to cool current day hotspots. This showed that for a current industrial site in Kingston which has high surface temperatures, future development with medium density dwellings could result in a cooling benefit compared with regional average temperatures, due in part to the increase in green cover. Further analysis showed that increasing the number of trees, irrigating grass and using cool road surface treatments could all contribute to cooling of the landscape.

The Scenario Tool was also used to better understand the impact of continuing to subdivide existing larger house blocks into two dwellings, with hard surfaces covering the majority of the block. This shows that infill of this type could increase warming and the development of heat islands, however, this could also be offset by incorporating trees on each land parcel, irrigated grass and using cool road surface treatments.

5.3. FUTURE DAY AREAS OF HEAT VULNERABILITY

As climate change occurs over the next 30 years heat exposure will continue to cause greater impacts for individual and community wellbeing, causing additional heat-related illness and death, especially for the most vulnerable people in the community such as older people, babies and young children, people living with disabilities and chronic disease.

To understand where growth in vulnerable members of the community is likely to occur, and what types of heat environments future residents are likely to encounter, ABS census data was combined with temperature projections to identify future urban heat island vulnerability. A detailed description of this approach is provided in the Technical Background Report.

Warming is expected to be more pronounced in Kingston's northern suburbs. Within these warming suburbs, areas with the highest population and higher social vulnerability are the areas that have the highest urban heat island vulnerability by mid-century.

6. Creating a Cool Kingston

Kingston City Council is committed to creating a Cool Kingston. This will require direct action delivered by Council, as well as action by our community and stakeholders, where Council can provide guidance and perhaps influence.

The Kingston community do many things to cool their environment including planting canopy trees and maintaining gardens watered with rainwater tanks, building verandahs on the west side of homes if applicable, or even just closing external shades and internal blinds and curtains on very hot days. On a more personal level, community members are aware they need to keep hydrated in hot weather, to wear clothes that protect them from the heat, and to reschedule outdoor activities so they don't occur in the hottest time of the day.

The following sections set out the vision for a Cool Kingston, the principles that will guide our cooling work, and the Strategic Directions for our actions.

6.1. VISION AND PRINCIPLES

The vision for the City of Kingston is:

A municipality with no urban heat islands. It is a community that actively manages the impacts of urban heat on people and the environment through decisions that encourage urban cooling.

To achieve this vision, Council will develop strategies and actions based on the following principles:

- Target hotspots first – The focus on on-ground actions will prioritise known hotspots, especially where they occur in close proximity to where vulnerable members of the community live, work or recreate;
- Lead and innovate in the adoption of evidence based, new practices - By working with universities, R&D organisations and product developers;
- Work collaboratively - Work with the community, business sector and other areas of government to raise awareness about the impacts of urban heat and improve knowledge and skills for how this can be managed;
- Integrate 'cooling' into decision – Ensure that urban cooling is considered in decision making across Council, noting its relevance to a broad range of functional areas;
- Advocate for policy change – Where required action is beyond the control of Council, advocate for change by working with State and Federal Government;
- Monitor and evaluate - Conduct ongoing monitoring and periodic reviews to reassess changes over time, and the effectiveness of our actions;
- Maximise the social, environmental and economic benefits of actions, now and into the future.

6.2. STRATEGIC DIRECTIONS AND OUTCOMES

Kingston has identified five strategic directions to guide our work to actively manage urban heat and create a Cool Kingston. They cross multiple functions within Council, and also require working with the Kingston community, local businesses and government agencies.

The Strategic Directions articulate actions to be delivered in the short term (1 – 3 years) and the outcomes we wish to achieve in the medium term (4-9 years), which will ultimately contribute to goals that will be achieved during a timeframe of greater than 10 years.

Not all outcomes can be directly delivered by Council. As such, outcomes are noted with “(C)” where the outcomes are under the direct control of Council, and “(I)” where Council can influence, but does not directly control the outcome.

6.2.1. Strategic direction 1: Urban greening

Urban greening, or what is also referred to as *green infrastructure*, describes ways that plants can be incorporated into the urban landscape, such as trees, shrubs, irrigated turf, green walls and green roofs.

Collectively, these greening elements help to cool the landscape. To ensure the greatest cooling benefit from green cover, an ongoing, consistent source of water is important, especially for grass in passive recreation reserves and parks.

The City of Kingston has a variety of green cover, such as parks and sporting grounds on public land, large areas of irrigated grass on golf courses, street verges vegetated with trees, shrubs and grass, and private backyards with the full range of green cover. Recent mapping undertaken by the Department of Environment, Land, Water and Planning as part of the Cooling and Greening Melbourne project indicates that Kingston currently has 8.9% of its land area covered by tree canopy and 29.3% covered by all types of vegetation combined (15)**Invalid source specified.Invalid source specified..**

Aside from cooling benefits, plants can also deliver a broad range of other benefits such as:

- improving air quality through trees absorbing pollutants;
- providing wildlife habitat and resources such as flowers, fruit, and insects for a range of native wildlife species;
- reducing and improve stormwater runoff by intercepting rainfall;
- improving mental health and wellbeing;
- creating a sense of place;
- improving youth development and health;
- increasing property values; and
- improving commercial activity such as in treed shopping precincts.



Existing Council Actions

Urban greening aligns with a range of other Council strategies, including the Biodiversity Strategy, Climate Change Strategy, Integrated Water Cycle Strategy, Kingston Green Wedge Plan, Open Space Strategy and the Street & Park Tree Management Plan. Council is also working collaboratively to deliver action in *Living Melbourne: Our Metropolitan Urban Forest*.

Key Actions already being delivered:

- A comprehensive street tree planting plan is being developed, incorporating additional tree planting in line with the Street & Park Tree Management Strategy;
- Distribution of two free plants to residents to encourage private planting;
- Site inspections of private developments are being undertaken to ensure compliance with endorsed landscape plans, focusing on retention and planting of canopy trees.

Urban Greening goal and outcomes

Our goal 1: Increase vegetation cover across Kingston, including tree canopy.

Increasing green cover and tree canopy aligns with the objectives of the *Living Melbourne Strategy*, which proposes ambitious regional tree canopy cover targets of between 20 and 30 per cent.

Key actions in the short term (delivered over the next 1 – 3 years), Council will:

- Trial green infrastructure on at least one Council building (C);
- Identify where green infrastructure has changed over time and research the drivers of change (C);
- Develop Kingston preferred species list and planting guidelines for a hotter, drier climate to cool the municipality and enhance biodiversity (C);
- Identify public areas (in addition to streets) for shading priority (C, I).

Medium-term Outcomes (to be achieved in 4 – 9 years)

- Kingston's urban forest and green infrastructure will be managed in an integrated way across both public and private land (C);
- Green infrastructure will feature along major road corridors through working with VicRoads (C, I);
- Kingston will have increased access to alternative water supplies to support greening, such as recycled water distribution pipeline networks and stormwater capture and reuse (C, I);
- Increased rates of adoption of innovative greening solutions on private land such as rooftop gardens and green walls in apartments and commercial buildings (I); and
- Plants used for urban greening on public and private land are selected for greater suitability to a warmer and drier climate (C, I).
- All new developments will be compliant with endorsed landscape plans (I, C).

6.2.2. Strategic direction 2: Planning and building

Planning and building decisions drive the structure and function of cities. As cities grow, they are shaped by the way in which suburbs are planned, and commercial, residential and industrial buildings are designed and constructed.

Planning and building decisions influence urban cooling in a range of ways. For example, infill developments can promote maintenance of green space and tree cover and use materials that absorb less heat, which combined contribute to cooling. Also, decisions about the size of blocks in new developments and the width of road verges can have a significant impact on maintaining a cool city by ensuring that backyards are sufficient to support green cover and streets have the ability to plant medium to large sized street trees.

Did you know? Building rooftops cover almost 20% of the urban surfaces in Australian cities, and nearly 50% in medium-density residential areas. Conventional roof surfaces can reach a surface temperature of 50-90°C on a typical hot summer day (18).

Existing Council Actions

Planning and building aligns with a range of Council strategies, including the draft Housing Strategy & Neighbourhood Character Study, Kingston Green Wedge Plan, the Open Space Strategy and the Kingston Planning Scheme.

Key Actions already being delivered:

- Economic analysis of the cost implications of integrating 'cooling' elements into planning and building decisions

Planning and building goal and outcomes

Our goal 2: Incorporate urban heat mitigation principles and elements in planning and building decisions.

Key actions in the short term (delivered over the next 1 – 3 years), Council will:

- Research drivers for materials' choice in residential, commercial & industrial sectors (C).
- Engage with the development industry on cooling issues and opportunities (C);
- Develop resources and processes to guide cooling inclusions in planning (C);
- Investigate development of an industrial area planning policy that incorporates cooling elements (C);
- Identify opportunities to integrate cooling in large-scale projects, such as the development of open space in Moorabbin (C, I).

Medium-term Outcomes (to be achieved in 4 – 9 years)

- Increased community adoption of roof colour and materials that support urban cooling (C, I);
- Urban heat mitigation considerations will be incorporated into the Planning Scheme (C);
- Structure plans for activity centres will embed details for water sensitive urban design, urban greening and cooling (C).



6.2.3.Strategic direction 3: Cool Council buildings and assets

Building and construction materials absorb and retain heat in different ways. Their temperature is influenced by their reflectivity (albedo), conductivity (heat moving into the surface), and capacity (storing heat). A cool surface material will typically have a combination of one or more of high reflectivity, low conductivity and low heat capacity.

Material selection is a key driver of heat islands and therefore an important consideration for Council's own buildings and assets. For example, asphalt roads and play courts absorb heat during the day and then retain it during the night, contributing to heat islands under both day and night conditions. Dark coloured roofs can also significantly increase the amount of heat retained in the landscape, especially during the day.

The use of cool building materials can be especially important where the type of development means that green cover is not an easy option.

Examples of cool materials include:

- more reflective asphalt and concrete;
- lighter coloured road treatments;
- low temperature (high emissivity) paving;
- permeable paving; and
- more reflective roof surfaces.



Existing Council Actions

Using cool materials is relevant to Council's Community Buildings policies, Asset Management Plans and Open Space Strategy.

Cool Council buildings and assets goal and outcomes

Our goal 3: Adopt the use of cool materials in Council buildings and assets.

Key actions in the short term (delivered over the next 1 – 3 years), Council will:

- Trial cool materials (such as light roof colour, lighter coloured road treatments and permeable paving) in Council buildings, roads and pavements (C);
- Advocate for peak agencies to embrace cooler temperature playing surface technologies (C).

Medium-term Outcomes (to be achieved in 4 – 9 years)

- Increased incorporation of design elements and materials into Council buildings to mitigate urban heat (C);
- Increased shade provided close to Council facilities and service providers (C);
- Council Buildings ESD policy includes cool material specifications; and
- Cool material specifications embedded in procurement processes (C).

6.2.4.Strategic direction 4: Emergency and health response

Planning, preparing, responding and recovering from periods of extreme heat are essential aspects of emergency response.

Additionally, Council plays a significant role in working with the community to maintain overall health and well-being by providing a range of facilities and services, especially to people recognised as being vulnerable to heat, such as the very young (< 4 years of age) and seniors (> 65 years).

Existing Council Actions

Emergency and health response aligns with a range of Council strategies and plans, including the Community Health and Wellbeing Strategy, Climate Change Strategy, and the Municipal Emergency Management Plan.

Key Actions already being delivered:

- Extreme weather planning is implemented for Access Care clients, including heat planning.

Emergency and health response goal and outcomes

Our goal 4: Support community members who are vulnerable to heat to develop the skills, knowledge and support networks to reduce the impacts of extreme heat.

Key actions in the short term (delivered over the next 1 – 3 years), Council will:

- Revise Council's Heatwave Strategy (C);
- Incorporate heat health and wellbeing impacts into the next Kingston Health and Wellbeing Plan (C);
- Incorporate capacity building for heat resilience into existing Council health response programs (C);
- Research real time changes in heat across the municipality, and its impact on service provision (C).

Medium-term Outcomes (to be achieved in 4 – 9 years)

- Community members vulnerable to heat will have increased social networks to help build resilience (C, I); and
- Staff working with vulnerable members of the community will have increased knowledge and skills to reduce the impact of extreme heat on the health of community members vulnerable to heat (C, I).

6.2.5.Strategic direction 5: Education, engagement and partnerships

Our community and the business sector have experience with living through hot summers, but the drivers of urban heat and strategies for cooling at a street through to city scale are not equally well known. Furthermore, essential services and transport infrastructure can be designed and constructed by utilities or state government agencies without sufficient consideration of local scale cooling objectives.

Council can contribute to urban cooling by raising community awareness about the drivers and impacts of urban heat, engaging with developers and businesses, and building partnerships with different levels of government.

Education, engagement and developing partnerships underpins the actions undertaken in all the Strategic Directions.

Existing Council Actions

Council actively engages with infrastructure developers and stakeholders in the municipality to improve liveability outcomes for our Community.

Key Actions already being delivered:

- Engagement with the Level Crossing Removal Project (LXRP) around cooling and shading outcomes for the projects delivered in Kingston
- Engagement with precinct developers to consider cooling outcomes (through vegetation, water, materials use and siting of buildings).

Education, engagement and partnerships goal and outcomes

Our goal 5: Improve staff, community and stakeholders understanding of the impact of extreme heat and how they can make decisions that mitigate the impacts of heat through greening, cool materials and behaviours.

Key actions in the short term (delivered over the next 1 – 3 years), Council will:

- Develop and deliver staff education that is relevant to different functional areas (C);
- Develop & deliver community education to improve understanding of the value of trees
- Develop & deliver community education to improve understanding of drivers of urban heat, and ways to reduce risk (targeted to different demographics) (C, I);
- Continue to engage with major infrastructure projects to ensure mitigation of urban heat (C, I).
- Explore cool material research partnership opportunities.

Medium-term Outcomes (to be achieved in 4 – 9 years)

- Greater understanding and promotion of the benefits of cool materials (C, I);
- Local communities value street and park trees more highly (C, I); and
- Better understanding of the drivers of urban heat and ways to reduce their heat risk by the Kingston community (C, I)
- Greater engagement with the private sector to support cooling of large industrial sites (C, I);.

7. Implementation program

7.1. PRIORITY ACTIONS AND PRINCIPLES

The five strategic directions provide focus for implementing actions to deliver the medium-term outcomes that ultimately contribute to meeting the goals and broader vision for this Strategy.

Council will develop an Implementation Program that will be reviewed annually, informed by the principles identified in Section 6, building on the previous year's activities. This will identify actions, timelines and responsibilities for different actions.

7.2. GOVERNANCE

For successful implementation of this Strategy, internal governance arrangements will address resourcing, resolve shared and contested responsibilities and reduce the risk of maladaptation. An internal staff Urban Cooling Working Group with representatives from key functional areas will oversee implementation of the Strategy, which will identify priority actions on a year to year basis, agree to responsibilities and ensure coordination of activities across teams. The Urban Cooling Working Group will be guided by the Principles identified in this Strategy.

The functional areas represented on the staff Working Group include:

- Environmental Planning
- City Development
- Compliance and Amenity
- Community Buildings
- Parks and Recreation
- City Strategy
- Social Development

7.3. MONITORING, EVALUATION AND LEARNING

Monitoring and evaluation are critical for adaptively managing project implementation and for determining the success of the strategies and actions. A Monitoring, Evaluation and Learning (MEL) plan will be developed which will outline the review framework for this strategy. The MEL plan will specify:

- key evaluation questions to guide the assessment of the Strategy;
- indicators, source of data and frequency of measurement;
- responsibility for measuring and reporting against the Urban Cooling Strategy; and
- review timeline for the Strategy.

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Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.9

UPDATE ON THE ENDEAVOUR COVE INVESTIGATION

Contact Officer: Julie Reid, Chief Executive Officer

Purpose of Report

The purpose of this report is to provide an update to Council following its resolutions at a Special Council Meeting on 21 October 2019 and to seek Council direction on progressing the recommendations provided.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That:

1. Council receive the findings of the work completed regarding an investigation into the land contained within Schedule 1 to the Comprehensive Development Zone contained at Clause 37.02 of the Kingston Planning Scheme.
2. Council commence the background work (including a comprehensive parking review) to review the Planning controls covered by Schedule 1 to the Comprehensive Development Zone contained at Clause 37.02 of the Kingston Planning Scheme and that direction from Council then be sought on commencing a Planning Scheme Amendment.
3. The Chief Executive Officer write to all parties involved in providing feedback into the investigation and that a meeting be arranged to outline the outcomes of the investigation.
4. The Chief Executive Officer and General Manager Planning and Development convene a workshop of relevant staff in the City Development and Compliance and Amenity Department to discuss the findings of the investigation and advance the implementation of the internal process improvements outlined in Section 3.3.3 of this report.

1. Executive Summary

As part of the processing of Planning Application KP2018/459 a range of concerns were expressed to the Council and Chief Executive Officer regarding the way the Planning Application had been assessed. These concerns largely related to both the way in which the application had been processed and the responsiveness of Officers to the requests of members of the community.

Members of the community also raised with the Council and Chief Executive Officer a range of earlier applications and asked that these matters be formally investigated. As a consequence of the feedback provided the Chief Executive Officer instigated a formal investigation. The Council conducted a Special Council Meeting on 21 October 2019 and a range of resolutions were passed that have provided for periodic briefings of Councillors over recent months. With the investigative work now complete this report provides a response to Council.

A law firm who had no prior involvement with assisting Council in the area covered by Schedule 1 to the Comprehensive Development Zone at Clause 37.02 of the Kingston Planning Scheme was engaged by the Chief Executive Officer to lead the investigation. The firm was specifically engaged due to its expertise in both understanding the planning parameters but also its capacity to undertake such investigations.

The initial stage of the work required a site inspection, a detailed review of the applicable planning provisions for the area and, importantly, a review of a range of Planning Applications and approvals that had been previously considered and/or granted by Council. The review involved examining permit applications and plans submitted for endorsement dating from December 1994 through to the most recent application considered in 2019 (being Planning Application KP2018/459) that has been the subject of a review at VCAT. In addition to reviewing the development applications, a range of allegations raised by residents were also considered as part of the investigation.

After completing an initial review of the relevant Council files, a second phase of the investigation occurred with formal interviews being conducted with a number of Senior Council Officers. After the conclusion of these interviews the investigators formed the view that *'while it could be said that certain of the Council officers interviewed made some decisions which contravened the requirements of the CDZ1 and CDP, we do not consider that these amounted to a 'deliberate contravention' and we consider that there are good reasons why decision making in these circumstances may have been justifiable.*

The investigators concluded that the inherently ambiguous and confusing nature of the controls is likely to have contributed to some decisions being made that contravened the requirements of the controls.

The investigators have left open the option for Council to adopt what they term an *'overly conservative approach'* should they wish to commission a more forensic investigation of the files. However, they state that *'there was nothing that arose from the interviews that would inform a need for a further, more forensic investigation to be undertaken in respect of any of the proposals addressed in our review'*. Furthermore, the investigators indicated that *'based on the information we have received and reviewed, we are of the view that this is unlikely to reveal anything in the nature of corruption or a disclosure that might inform an IBAC referral or other disciplinary form of action'*.

Although the investigation does not appear to reveal deliberate fraud or corruption, it does highlight a range of significant issues regarding the processing of applications within the Comprehensive Development Zone. As a consequence, since September last year the General Manager Planning and Development has played a more direct role in reviewing matters associated with the land covered by Schedule 1 to the Comprehensive Development Zone with the support of the Manager Compliance and Amenity and Council's Planning Appeals Advocate. This included a greater focus on the preparation for the VCAT Proceeding P1051/2019 and the way in which Council approached this proceeding. The VCAT's ultimate determination on this matter was made on 17 December 2019, upholding the Council's decision not to support the application.

Community members have also raised issues associated with the timely access to information and the way application KP2018/459 was processed. Several useful suggestions for improvement have been made by the community particularly regarding accessing information and dialogue with officers during the processing of the most recent application. Consideration has been given to the feedback that has been provided during the investigation and a range of process improvements have been identified within Section 3.3.3 of this report.

The investigators have recommended that a Planning Scheme Amendment be progressed together with a detailed survey/review of parking within the precinct to determine how parking is currently allocated. This report recommends that Council resolve to commence background work (including a comprehensive parking review) to review the Planning controls covered by Schedule 1 to the Comprehensive Development Zone contained at Clause 37.02 of the Kingston Planning Scheme and that direction from Council then be sought on commencing a Planning Scheme Amendment. The report also recommends that the investigator be retained to conduct a workshop with Council staff to discuss the findings of its review and that opportunities to progress a number of process enhancements identified in this report.

2. Background

The Kingston Planning Scheme contains Schedule 1 to Clause 37.02 of the Comprehensive Development Zone. The intention of this clause is to provide guidance in the development of this precinct in accordance with the Endeavour Cove Comprehensive Development Plan, December 1999. The land in question is on the north side of McLeod Road, Patterson Lakes and is centred around the Endeavour Cove Marina. The precinct contains a range of marine related, residential and commercial activities and has been progressively planned and developed since prior to Local Government amalgamations.

Planning Application KP2018/459

Council previously determined to Refuse Planning Application KP2018/459 on 22 May 2019, and subsequently expand its basis for Refusal on 23 September 2019.

This application received significant community feedback together with a range of additional questions regarding other developments within the area covered by Schedule 1 to Clause 37.02 of the Comprehensive Development Zone.

Council Resolution

A Special Council Meeting was held on 21 October 2019 where Council resolved:

That:

1. *In light of the fact that the CEO has since commenced an investigation into the "Cove Development", Council note that initial findings are to come back within 60 days;*
2. *Council make public all information relating to the development application that is possible noting many residents already have some of the information through disclosure in the VCAT proceedings; and*
3. *Officers have a scoping session at a Councillor Information Session to draft a review and enhancement of process relating to the management of such planning applications, and accountability within the organisation.*

The provision of the final report follows briefings provided to Councillors on the initial findings of the investigation.

Investigation

Following the feedback received during the processing of Planning Application KP2018/459 it was determined that an investigation be instigated. A law firm with expertise in planning (but not one that had previously advised Council regarding the precinct) was then engaged to thoroughly review the area covered by Schedule 1 to Clause 37.02 of the Comprehensive Development Zone. As part of the investigation, the following occurred:

- A site inspection was undertaken by the investigators of the entire precinct covered by Schedule 1 to Clause 37.02 of the Comprehensive Development Zone.

- Feedback was sought by the Chief Executive Officer from the community and then the feedback was passed onto the investigators.
- The investigators then identified a number of planning applications they wished to review in more detail. This review included obtaining the historical planning files.
- Upon receipt of these files the investigators then went through a process of reviewing these files to determine any approvals that did not appear to be within a margin of reasonableness in the exercise of possible discretion in decision making, having regard to the site controls. These files were then subject to more detailed investigation. The investigators indicated that an exercise of discretion was unlikely to be available where maximum building height limits were identified and designated by RL references on the Comprehensive Development Plan.
- The following files were identified as requiring further detailed investigation:
 - File KP986/03 – 40 lot subdivision in Precinct 1 and 11
 - File KP547/11 – 2 x 5 storey approvals (not built) at 107 – 109 McLeod Road
 - File KP645/2013 – 6 Storey proposal (built) at 107- 109 McLeod Road
 - File KP2018/459 – Current Application for parking reduction for 2 x 10 level and 1 x 5 level building at 54 and 64 Pier One Drive and 115A McLeod Road
- Councillors were then provided with a briefing on 26 November 2019 on the first phase of the investigation.

More detailed investigation was then undertaken of the abovementioned files. This included:

- On 19 December 2019, interviews were conducted with a number of Senior Council Officers. The purpose of the interviews, which included a broad range of questions put to the Council officers, was to explore:
 - What informed the decision making process;
 - Whether a more forensic investigation into these matters should be undertaken, having regard to their response; and
 - In the event that a protected disclosure was made during the course of an interview, whether that disclosure should be referred to the Independent Broad-based Anti-corruption Commission.
- The investigators provided a second phase report to the Chief Executive Officer on 10 January 2020 which was subsequently circulated to Councillors.
- A meeting of Councillors to discuss the Stage 2 findings occurred on 20 January 2020 with the investigator.
- A further discussion with Councillors to discuss process enhancements for significant applications occurred on 3 February 2020 with the investigator.

VCAT Process – P1051/2019

Following the determination by Council to Refuse Planning Application KP2018/459 an Application for Review was subsequently lodged with the VCAT. The preparatory work involved in the VCAT matter was coordinated by the General Manager Planning and Development, Manager Compliance and Amenity and Development and Councils Appeal Advocate.

The Application for review to be considered by the VCAT was confined to adjourn the review request as it related to 54 Pier One Drive and 115A McLeod Road. The VCAT only considered the application which sought a car parking reduction associated with the use of the land for 66 residential apartments in a ten storey building for the land at 64 Pier One Drive, Patterson Lakes.

The VCAT decision (which has been previously forwarded to Councillors) affirmed the position of Council to refuse the Planning Application. As such no Planning Permit has been granted.

3. Discussion

3.1 Council Plan Alignment

Goal 1 - Our well-planned, liveable city supported by infrastructure to meet future needs

Direction 1.1 - Intergenerational land use planning for a sustainable community

The community rely on the Council to ensure planning processes are inclusive and engaging for all participants. The investigation to which this report responds, has highlighted some areas where improvements are required in Council's interactions with the community on larger planning applications.

3.2 Consultation/Internal Review

External Consultation

The Chief Executive Officer informed residents of the investigation and invited residents to provide relevant material and submissions in relation to any issues concerning development within the Comprehensive Development Zone. Council received submissions from a number of different parties, which were passed on to investigators to assist the investigation.

Internal Assistance

The review and investigation has been conducted at the instruction of the Chief Executive Officer with assistance provided as follows:

- * The General Manager Planning and Development and Team Leader Planning and Building Administration have provided the investigator with all material (files) requested to conduct the investigation.
- * Advice on the conduct of investigation as it relates to Council Staff has been provided by the Manager People Support.
- * Staff identified by the investigator have attended formal interviews as instructed to do so by the Chief Executive Officer.

3.3 Operation and Strategic Issues

3.3.1 Investigation

The investigation has concluded that some decisions have been made which could be said to have contravened the requirements of Schedule 1 to the Comprehensive Development Zone and were inconsistent with the Comprehensive Development Plan. In investigating these decisions (including interviewing relevant staff) the investigators have concluded that '*we do not consider that these amounted to a "deliberate contravention"*'. The investigators indicated that, for a range of reasons, including the ambiguity in the controls, the process for assessing applications being difficult to understand, and the reliance on earlier legal advice, it was understandable that '*some mistakes might have been made*'.

The investigators noted that despite reviewing tens of thousands of papers of electronic and hardcopy records there *'was nothing in the significant volume of documentation that we reviewed which identified any evidence of corruption, fraud, undue influence, or deliberate contravention of Council requirements'*. The investigators have however left open the option for Council to adopt what they term an *'overly conservative approach'* should the Council wish to commission a more forensic investigation. However, they note *'based on the information we have received and reviewed, we are of the view that this is unlikely to reveal anything in the nature of corruption or a disclosure that might inform an IBAC referral or other disciplinary form of action'*. Based on the conduct of the investigation and evidence available this report does not recommend the further forensic investigation, however, a number of important recommendations are provided in Section 3.3.3 of this report.

The investigation has made a series of recommendations regarding next steps particularly around updating the Kingston Planning Scheme which are discussed in Section 3.3.2.

Given the level of community interest in this matter it is also recommended that an update on the outcomes of the investigation be provided to the community and a meeting be arranged with those parties who have had input into the investigation.

3.3.2 Planning Scheme Amendment

The Investigators have recommended that Council commence the work to progress the preparation of a Planning Scheme Amendment. This work would involve developing a new Comprehensive Development Plan which updates the overall layouts on the site to reflect the current, as built development on the site and which clearly identifies precinct boundaries and the preferred and/or mandatory height expectations within each precinct.

It is also recommended that changes be made to the form of Schedule 1 to the Comprehensive Development Zone with consideration given to:

- Reconsidering as-of right and permit required uses;
- Applicability of conditions opposite uses particularly as they relate to parking;
- Introducing buildings and works triggers for medium and high density residential proposals and other, non residential projects; and
- A set of objectives and guidelines for development within each precinct within the CDP.

In addition to the work on the Comprehensive Development Plan and Schedule 1 to the Comprehensive Development Zone, the investigation also recommended a detailed car parking survey be undertaken, with a particular focus on Precincts 1, 10 and 11, to determine how car parking is currently allocated to the range of uses across the site and to optimally devise a new car parking plan for the site.

The process to undertake the required strategic planning work and conduct the Planning Scheme Amendment (which would likely involve further community consultation) would be approximately 12-18 months. The work would be led by the City Strategy Department.

This report recommends that priority be given to commence the background work (including a comprehensive parking review) to review the Planning controls covered by Schedule 1 to the Comprehensive Development Zone contained at Clause 37.02 of the Kingston Planning Scheme. After the completion of the background work a further report be brought back to Council seeking direction on commencing a Planning Scheme Amendment.

3.3.3 Review of Process

A range of internal process enhancements are recommended following a review of the submissions received from the community. These have been discussed with the General Manager Planning and Development and include:

- Council continue to retain its existing legal team to assist as required with all matters relating to Schedule 1 to the Comprehensive Development Zone.
- A meeting be arranged with the investigator and Council Officers to discuss the current site controls and how existing and new proposals should be assessed.
- All requests to undertake development within the Schedule 1 to the Comprehensive Development Zone be referred to the Manager of Compliance and Amenity and where deemed appropriate the investigator provide advice prior to processing. This be further reviewed pending any changes to the Kingston Planning Scheme.
- The allocation meeting for all Planning Applications be attended by two Team Leaders of Statutory Planning to ensure the 'triggers' for the Applications are appropriately considered.
- A Team Leader of Statutory Planning check to ensure that notification instructions for planning applications carefully consider the property frontages that require statutory signage.
- In instances where a customer request access to information regarding planning matters a formal response is provided to the customer within a maximum of ten (10) business days. In circumstances where a Planning Officer considers information should not be provided this is first discussed with Councils Privacy Officer, and where a difference of opinion exists advice be sought from the relevant General Manager.
- Councillors be immediately informed of any significant Applications seeking Planning Approval for land contained within Schedule 1 to the Comprehensive Development Zone.

In addition to the above recommended process enhancements the Manager Compliance and Amenity will continue the investigation into a range of compliance related matters:

- 76 Pier One Drive, Patterson Lakes to determine whether Planning approval is required.
- Review the existing approvals to determine whether the approvals granted with respect to carparking for the Cove Hotel are being complied with.
- Items identified through resident submissions.

4. Conclusion

4.1 Environmental Implications

The report recommends that Council commence the background work (including a comprehensive parking review) to review the Planning controls covered by Schedule 1 to the Comprehensive Development Zone contained at Clause 37.02 of the Kingston Planning Scheme. Should Council resolve to proceed with a Planning Scheme Amendment process following this work, opportunities for the participation of interested parties to guide the future development of land will be provided.

4.2 Social Implications

The community have provided valuable feedback into the investigation that has been completed. The report provides a range of process enhancements that are designed to respond directly to the community feedback received. It is also recommended that a meeting occur between senior officers and members of the community to discuss the findings of the investigation and outline the approach proposed for a Planning Scheme Amendment.

4.3 Resource Implications

The costs involved in conducting the Planning Scheme Amendment and relevant Traffic Work will be managed through the City Strategy Department budget. The Department have established allocations to undertake strategic work and to carry out Amendments to update parts of the Planning Scheme.

4.4 Legal / Risk Implications

The outcome of the investigation which has been completed has highlighted the importance of reviewing the existing Schedule 1 to the Comprehensive Development Zone and then conducting a Planning Scheme Amendment. The background work which is proposed will assist Council to further consider its approach to a possible future Planning Scheme Amendment.

The report also recommends a range of changes to the way Planning Applications are processed to reduce the risk of the outcomes identified in the review reoccurring.

Appendices

Appendix 1 - Endeavour Cove Historical Planning Investigation - Final Report
(Feb2020) (Ref 20/56934)  

Author/s: Julie Reid, Chief Executive Officer

Reviewed and Approved By: Julie Reid, Chief Executive Officer

8.9

UPDATE ON THE ENDEAVOUR COVE INVESTIGATION

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Endeavour Cove

Historical Planning Investigation

Final Report

Prepared for Kingston City Council

19 February 2020

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1 Background

1.1 Scope

In October 2019, Kingston City Council (**Council**) instructed us to undertake a comprehensive review of relevant developments, development proposals and permit applications that have been considered or approved for land at Endeavour Cove under the Comprehensive Development Zone - Schedule 1 (**CDZ1**), *Endeavour Cove Comprehensive Development Plan, December 1999 (CDP)*.

1.2 Purpose

The purpose of our review is to assess each identified approval (including plans which have been stamped to indicate compliance with Clause 37.02 of the Kingston Planning Scheme) and each development (as built) in order to determine whether it:

- (a) accords with the CDZ1 and/or the CDP;
- (b) does not accord with the CDZ1 and/or the CDP, but is within a margin of reasonableness in the exercise of discretion in decision making, having regard to the relevant planning controls; or
- (c) is clearly contrary to the CDZ1 and/or the CDP and does not appear to be within any margin of reasonableness in the exercise of discretion.

As part of our review we were also instructed to give consideration to background matters that may be relevant to the development, interpretation and application of the CDZ1 and/or the CDP and submissions made to the Council by interested parties.

1.3 Methodology

In October 2019 we were provided with a list of developments that Council had specifically identified as being of concern due to perceived inconsistencies with the requirements of the CDZ1 and CDP.

On 21 October 2019, we conducted an unaccompanied site inspection of Endeavour Cove, at which time we identified some additional developments, not previously identified by the Council, that appeared to be potentially inconsistent with the CDP.

In late October and early November 2019, we were also provided with written submissions made to Council by a number of residents regarding developments within Endeavour Cove and which contained various allegations in relation to the manner in which the development approval process for sites within Endeavour Cove had been undertaken and managed by Council.

During October and November 2019, we reviewed tens of thousands of pages of electronic and hardcopy records produced by Council in relation to development applications and approvals in the Endeavour Cove area since the early 1990s.

On 25 November 2019, we prepared a confidential preliminary report to the Chief Executive Officer, Julie Reid, to inform Council as to the progress and status of our review.

On 19 December 2019, we conducted interviews with Council officers who had relevant involvement with development applications and approvals within the Endeavour Cove area.

On 10 January 2020, we prepared a confidential second stage report summarising of our interviews with Council officers and recommending next steps.

This final report consolidates and summarises our investigations and findings and is intended for public release. It is intended to assist Council and Council's stakeholders to understand the outcomes of the investigative and analytical process that we have undertaken, and to form a basis for considering improvements to future planning governance in the Endeavour Cove area. The existence or disclosure of this report in any context should not be construed as constituting any express or implied waiver of confidentiality or legal professional privilege which would otherwise apply in respect of any relevant communications.

2 Summary of findings

2.1 Preliminary findings

Following our preliminary review, we identified nine approvals and/or developments that either do not, or appear not to, comply with the height provisions or intended design layout reflected in the CDP (and as a tenth matter, we considered the files relating to the provision, allocation and subsequent reduction of car parking for the Cove Hotel). Each of these approvals and developments is discussed in section 4 of this report.

The way in which the identified layouts, nominated uses and height controls referred to in the CDP are to be applied to specific land parcels and/or precincts in order to guide or inform development outcomes on specific sites or areas is inherently ambiguous. Similarly, the process to be followed by Council officers for consideration of development proposals under the CDZ1 is difficult to understand and navigate.

In the course of our review we did not identify any clear or obvious evidence of corruption, fraud, undue influence, or deliberate contravention of Council requirements by any members or employees of Council or by any employees or agents of applicants and developers.

There are instances where certain decisions by Council officers in relation to development appear to be inconsistent with the requirements of the CDP and CDZ1, or are otherwise in conflict with ordinary planning processes or principles. However, in many cases, this appears to be informed by the inherent difficulties with interpreting and applying the applicable controls. In one circumstance, Council officers commissioned and relied on external legal advice in approving a development that appears to exceed a mandatory height control. In our opinion, that part of the legal advice is wrong, however it is entirely reasonable and understandable that the officers relied on it in making their assessment.

There is an instance where a revised CDP (also dated December 1999) which shows a different layout in Precinct 1 and 11, has been stamped by Council in February 2002 (this shows a layout which closely, if not exactly, accords with what has been developed in these precincts). It is not clear to us on what basis this plan was endorsed or for what proposal it was submitted, but it appears that it was approved at or around the time plans for a nine storey proposal in precinct 10 were submitted (a proposal which did not proceed). These documents were contained on one of the files relating to the 6 storey

approval at 107 McLeod Road. This brings into question what documents Council's officers were relying on when it approved subsequent developments in Precincts 1 and 11.

2.2 Interviews with Council officers

There was nothing that arose from the interviews that would inform a need for a further, more forensic investigation to be undertaken in respect of any of the proposals addressed in our preliminary review.

Some of the Council officers interviewed had very limited involvement with the approval of proposals at Endeavour Cove.

None of the Council officers interviewed made any protected disclosures and there is no evidence whatsoever of corruption, fraud, undue influence, or deliberate contravention of Council requirements by any of them.

Some of the Council officers interviewed acknowledged that their approach to implementation of the site controls had, at times, been inconsistent. They have, at times, also applied a significant degree of discretion in assessing "general accordancy" with the CDP and, on one view, the discretion applied may not have been reasonably open, having regard to the CDP.

While it could be said that certain of the Council officers interviewed made some decisions which contravened the requirements of the CDZ1 and CDP, we do not consider that these amounted to a "deliberate contravention" and we consider that there are good reasons why decision making in these circumstances may have been justifiable, including the following:

- The inherently ambiguous and confusing nature of the CDP, with no clear delineation of Precincts, heights nominated as RL's instead of AHD and with no real certainty as to what height is intended to apply to what Precinct and to what extent within that Precinct;
- The process for assessing proposals under the CDZ1 is difficult to understand and navigate;
- The CDZ1 is unusual in that it exempts all buildings and works applications from a permit, making the assessment path and process more difficult; and
- Council received and reasonably relied upon external legal advice that an alternative construction to the implementation of the controls was open that would allow discretion to be exercised with respect to height controls and layouts.

In the overall context of CDZ1 and the CDP, it is entirely understandable that some mistakes might have made.

If Council was to adopt an overly conservative approach, it could commission a more forensic investigation of certain files. This could include a review of email correspondence, file notes and other documents that we have not reviewed but may have been retained by Council electronically. However, based on the information we have received and reviewed, we are of the view that this is unlikely to reveal anything in the nature of corruption or a disclosure that might inform an IBAC referral or other disciplinary form of action.

2.3 Recommendations

There was nothing in the significant volume of documentation that we reviewed which identified any evidence of corruption, fraud, undue influence, or deliberate contravention of Council requirements.

We consider it is clear that the Endeavour Cove site controls need updating.

We recommend that Council progress the preparation of a Planning Scheme Amendment (PSA) for the site, without delay. In our view, a PSA for the site should incorporate (but not necessarily be limited to):

- (a) A new CDP which updates the overall layouts on the site to reflect the current, as built, development on site. The new CDP should also give clear and unequivocal direction on the overall preferred development layout, provide a clear designation of precinct boundaries and clearly nominate either mandatory or preferred height controls for each precinct, where appropriate, as AHD levels, subject to survey.
- (b) An amended Schedule 1 to the CDZ which:
 - reconsiders as-of right and permit required uses;
 - reconsiders conditions opposite the uses to reflect current policy, particularly with respect to parking provision
 - provides buildings and works triggers for medium and high density residential proposals and other, non-residential uses; and
 - provides a set of objectives and guidelines for development within each precinct within the CDP.

We also recommend that Council commission a comprehensive parking review and survey for all uses across the site, or, at the very least, within Precincts 1, 10 and 11, with a view to assessing parking requirements and how parking is currently allocated. This report could become a reference document in the scheme and form the baseline for any future parking dispensation applications for future development proposals. We also recommend that Council reconsider the current parking rates for uses on the land as part of any future planning scheme amendment for the site in order to reflect current policy.

3 Overview of the regulatory framework

The head clause to the CDZ1 (at clause 37.02) provides that:

- any requirement in schedule to the zone must be met in respect of use of the land;
- a permit is required to subdivide land;
- a permit is required to construct a building or construct or carry out works unless the schedule to the zone specifies otherwise;
- any requirement in the schedule to the zone relating to buildings and works must be met; and

- apartment development must meet the requirements of Clause 58.

The CDZ1 provides for quite a broad range of Section 1, as-of-right uses. Conditions opposite some of the uses in Section 1 (such as dwelling, recreational boat facility, residential hotel, restaurant) have conditions which set specific car park rates which, if not met, triggers a permit requirement. Other uses, such as office, bank, residential hotel and shop, have conditions providing for maximum floor areas, which, if exceeded, trigger a permit requirement.

Section 4.0 in the Schedule 1 to the CDZ provides that no permit is required for buildings and works, however, any new buildings and works must be constructed in accordance with a development plan, open space plan and traffic plan that must be prepared to the satisfaction of the Council prior to commencement of works. Each new development plan for a proposal must be generally in accordance with the CDP.

So, in circumstances where a proposed use and/or development does not trigger a permit requirement, Section 4.0 operates as a de facto secondary consent provision, whereby plans are assessed and approved and the approved plans sit under the CDP as part of the overall approved development plans for the site.

It is not uncommon for a CDZ schedule to exempt specific uses from a buildings and works permit requirement, however it is unusual to provide a blanket exemption for all buildings and works. It means that for all residential use proposals that meet the parking provision, there is no permit trigger, and the developer just needs to submit a set of development plans for endorsement that generally accords with the CDP. This means that a development plan submitted for a proposal does not need to be exactly the same as the CDP. There is some flexibility and discretion to be applied. However, once the development plans are approved, the buildings and works must be constructed in accordance with the approved development plan.

The CDZ1 also contains a mandatory height control that provides that buildings and works must not exceed the height above the AHD for any particular area where an RL is identified in the CDP. Accordingly, while a development plan for a new proposal need only be generally in accordance with the CDP, there is no allowance for exceeding the nominated maximum RL heights in the CDP.

We have reviewed some previous advices provided to Council by its solicitors and correspondence from solicitors on behalf of a developer which conclude that the mandatory height control only applies where a proposal triggers a planning permit, alternatively that it is not mandatory and that some discretion can be applied. We disagree with these assessments. In our opinion, it applies to all buildings and works that are proposed in areas where a specific AHD height is nominated. If the control was only to be applied where a buildings and works permit was required, the height control would have no work to do, as there is no permit trigger for any buildings and works.

The CDP identifies 11 precincts and, in each precinct (save for precinct 4, which is blank), it rather unhelpfully nominates either RL (reduced level) heights (rather than height to AHD), both RLs and storeys, or just storeys. There appears to be some confusion as to what is covered by Precinct 1. On one view, it applies to the townhouse development shown immediately to the south of the "Precinct 1" notation on the CDP. On the other, it applies only to the foreshore car park area and that the entire residential development to the south of this is contained within Precinct 11. The same could be said of all of the other Precincts, particularly Precinct 10, as it is not clear on the CDP where one precinct ends

and another begins. It is also not entirely clear whether the nominated height control within a precinct is intended to apply to a whole precinct, or just a part of it. For example in Precinct 11, there is some doubt as to whether the nominated height control is intended to apply to the car park area. This leads to confusion as to what heights (whether RLs or storeys) should apply.

However, we have viewed a number of the Whalers Cove development plans that pre-date the CDP. This includes a Site Precinct Plan endorsed on 30 August 1994 that defines the 11 precinct boundaries with dotted lines. This shows Precinct 1 applying to the northern Townhouse (TH) development area, the marina area immediately to its south and the boat storage building. It would be open to conclude that this plan informed the identification of the 11 Precincts in the CDP, however, this would not be apparent to the decision maker without both plans in front of them. In the end, probably not much turns on this, as, for example, the height controls for both the northern and southern TH developments in Precincts 1 and 11 are the same. However, it does highlight the inherent lack of certainty that exists for the decision maker in applying the current CDP.

For the purpose of the following summary, we have assumed that Precinct 1 includes the northern TH development.

Precinct	RL height	Storeys
1	RL 3.25 (ground) RL 17.00 (roof) (Parking under)	None
2	None	2 & 3 storeys
3	None	2 & 3 storeys
4	None	None
5	None	2 storeys, 2 & 3 Storeys and 4 storeys
6	None	2 storeys
7	RL 13.85 (roof)	2 & 3 storeys
8	RL 12.35 approx (roof)	2 & 3 storeys
9	For lots along McLeod Road - RL 1.85 (ground) & RL 11.5 (roof) For lots within the marina - RL 15.35 (Roof)	None 4 Storeys
10	For the pub - RL 9.35 approx (roof) For the central area:	None
	<ul style="list-style-type: none"> Existing boat storage - RL 20.35 approx (roof) 	None

Precinct	RL height	Storeys
	<ul style="list-style-type: none"> • Proposed studio apartments <ul style="list-style-type: none"> - RL 1.85 (Ground) - RL 18.85 (Roof) • Proposed apartments <ul style="list-style-type: none"> - RL 1.85 (Ground) - RL 31.80 (roof) 	None
11	RL 3.25 (ground) RL 17.00 (roof) (Parking under)	None

It is our interpretation that the controls should be applied as follows:

- The CDZ1 provides that, for the precincts where RLs are identified on the CDP (1 & 7 - 11), any development proposed in those precincts must not exceed the identified height maximum. We understand that the nominated RL levels roughly match AHD levels, which appeared on some of the predecessor development plans approved prior to the current CDP. We would need to have the heights surveyed to be certain of this.
- For precincts 2 to 6, where height is nominated only in storeys (i.e. no RL is provided) there is no mandatory height control, and a development plan submitted for those areas need only be *generally in accordance* with the CDP (i.e. generally in accordance with the number of storeys and the layout).
- In terms of complying with the overall layouts and identified uses as shown in the CDP (putting aside the height control), again, a development plan submitted for a proposal only needs to be *generally in accordance* with the CDP. Accordingly, some flexibility and discretion can be applied by Council when assessing a development plan in terms of the layout and location of uses across all precincts, but no flexibility should be applied for a proposal on a site that has an identified maximum RL height in the CDP.

With regard what is "generally in accordance", the accepted case law establishes the following principles:

- *General accordance is a question of fact to be determined in the circumstances of each case. The term itself contemplates some flexibility of application;*
- *For a proposed development to be **generally in accordance** with the relevant plan, it need not be identical to that described in the development or incorporated plan;*
- *The less detail and precision there is in the primary document/s, the more flexibility can be accorded to the term. The converse may also apply and this is a central issue in the proceeding;*
- *It is appropriate to consider the incorporated plan and development plan as a whole when making this assessment, including its language and intent. The*

assessment should not involve a 'spot the difference examination' rather, it is a question of whether the departures are 'sufficiently confined and otherwise acceptable having regard to the objectives, responses and plans comprising the 'approved plan/s'¹.

We have applied our interpretation and these principles when assessing and reaching conclusions on the following proposals/approvals.

4 Consideration of specific developments and approvals

4.1 40 lot subdivision in Precincts 1 and 11



Location:	Lot S29 - CDP Precincts 1 and 11.
CDP requirements:	Height controls do not appear to be an issue in relation to this approval. However, the proposed subdivision shows housing lots on areas of the CDP that are shown as a pedestrian walkway and open space (to the east of the marina) and, in Precinct 1, as an internal carpark.
Approvals:	Planning Permit KP986/03 issued on 24 March 2004.
Status:	Subdivision approved and town houses built (on most, but not all, sites).
Council file:	KP986/03 (related files KP984/03 & KS273/03).

¹ Relevant cases include: *Canet v Brimbank CC* [2003] VCAT 13 and *Raftopoulos v City of South Melbourne* (unreported) appeal No. 1989/34936; *Jocelyn Meadows v Casey CC* [2005] VCAT 290; *Amber Vision PL v Wyndham CC* [2007] VCAT 1297; *Mainstay Group Pty Ltd v Moreland SC* [2005] VCAT 2189 and *Casey Gardens Developments Pty Ltd v Casey CC* [2009] VCAT 2489 *TAG-Doreen Pty Ltd v Whittlesea* [2016] VCAT 1705

Comments:

In our view, the proposed subdivision layout is not generally in accordance with the CDP, particularly the areas to the west of the marina and the area where a car park is shown on the CDP.

The officers report dated 17 February 2004 states that: *...the subdivision layout corresponds to an existing approved development on the site consisting of 40 dwellings. This lot is to be created under approved planning permit No. KP984/03. It is consistent with the CDP for Endeavour Cove.*

Permit KP984/03 approved a 5 lot superlot subdivision which included Lot S29 within which this 40 lot subdivision is contained. The superlot subdivision was approved at the same time as the 40 lot subdivision (24 March 2004), so the reference to the approved planning permit in the officer report dated 15 February 2004 is problematic. It appears that the superlot subdivision and the 40 lot subdivision applications were contemporaneous.

There is a plan on the KP984/03 file that is stamped dated 25 August 2003 that shows a 40 lot TH development within the land parcel that was subsequently created by approval of Lot S29.

We have not seen a separate file that relates to the endorsed August 2003 plan which appears to provide approval for the 40 townhouses.

We have however, identified a version of the Comprehensive Development Plan dated December 1999 but stamped with the date 19 February 2002. This plan shows a subdivision and TH development in Precincts 1 and 11 that generally accord with this application. This plan was contained on File No. KP13/645, Part 6, which relates to the 6 storey building at 107 McLeod Road. The part 6 file is marked "History File" and it contains a number of different plans and a range of correspondence, none of which appear to relate to the 6 storey approval on McLeod Road.

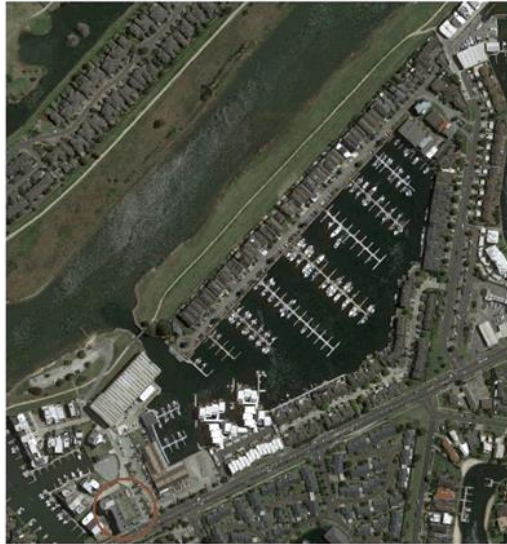
In our view, it is difficult to understand how the decision maker could form the view that the 40 lot subdivision in the form and layout proposed could be said to be generally in accordance with the CDP, particularly given the CDP shows different uses and layouts.

However, the version of the CDP endorsed by the Council in February 2002 raises a question in our mind as to what the decision maker was having regard to when they approved the subdivision.

We are also concerned about the basis on which the February 2002 CDP was approved/endorsed by Council. The CDP is an incorporated document in the Planning Scheme. It requires a planning scheme amendment to change it. It is not open to the Council to simply endorse a new plan as if to substitute it. There is

no correspondence on the file or on any other files that we have reviewed that sheds any light on this.

4.2 6 storey development in Precinct 11



Location:	107 McLeod Road, Patterson Lakes (Lot S28) - Precinct 11.
CDP requirements:	Height controls stipulate RL 3.25 (Ground), RL 17.00 (Roof) and 'Parking under'. There is however some potential ambiguity as to whether these height controls apply to the entirety of Precinct 11.
Approvals:	Planning Permit KP645/13 was issued on 2 June 2015, and amended on 29 July 2015, and amended again on 15 August 2016. Plans were endorsed by Council on 15 August 2016.
Status:	Development completed (date of completion unknown).
Council file:	KP645/13.
Comments:	<p>The proposal does not appear to be generally in accordance with the CDP and it appears to exceed the mandatory height control. The CDP appears to show a car park in this location. The nominated maximum height for Precinct 11 is RL17.00. The overall height to top of plant as shown on the approved plans is 22.50AHD. The height to top of the building is 19.30 AHD. This clearly exceeds the nominated height for Precinct 11.</p> <p>The officer report which recommends approval of the proposal references advertised plans with a height of approximately 17m (from NGL). This appears to have informed the assessment that the height was acceptable, however it is not a correct assessment.</p>

In our view, as the actual height exceeds the RL17 by over 3m. The assessment of the Council officer appears to be strongly guided by the Planning report submitted with the application prepared by David Lock Associates.

The officer report notes:

At 11.22 - (paraphrased) The proposal would comply with the purpose of the CDZ1...as it is considered that the proposal would contribute successfully to the mix of uses within the marina and be site responsive without detrimentally impacting the amenity of the surrounding area. The overall scale of the proposed development would be consistent with the original CDP which encourages buildings of this magnitude.

At 11.30 - (paraphrased) At Section 4.0 Buildings and Works of the CDZ1 the proposal is not considered to be generally in accordance with the development plan. The plan identifies this parcel of land to be for the use car parking. It is considered the proposed residential land use upon this site, however is appropriate as it is consistent with the previous land use approved for residential development under Planning Permit KP547/2011. Additionally it is considered a more appropriate use of the site than a car park. There are no height control limits applicable to this particular portion of land as there are with neighbouring lots which are provided with a specific RL that is mandatory height control in accordance with the CDP. The proposal is considered to comply with all the relevant Decision Guidelines of the zone.

This assessment is not only incorrect, but it is inconsistent with the previous assessment by the same officer in respect of the proposal referenced in the comment above - KP547/2011 (which was for 2 x 5 storey proposals on the site that did not proceed - see below).

In finding that the proposal was not generally in accordance with the CDP, the officer should have refused the application.

In our view, they have applied a discretion in allowing the development to proceed that is not reasonably open, having regard to the operation of the control and the relevant case law. The CDP clearly shows a car park, there is no ambiguity here and therefore, very limited flexibility to be applied.

Further, when assessing the proposal in KP547/2011, the officer determined that the mandatory height control did apply to this site, but determined that a slight exceedance was acceptable (this assessment is also incorrect).

However, at around the time of assessing this application, Council officers had commissioned and received, and understandably relied upon, external legal advice that an alternative construction to the implementation of the controls was open that would allow discretion to be exercised with respect to height controls where

RL's were identified. In this context, it is entirely understandable that errors were made by officers.

4.3 Approval for 3x multi-storey development in Precinct 10



Location:	54 and 64 Pier One Drive, Patterson Lakes (Lots S31 & S30) and 115A McLeod Road, Patterson Lakes (Lot S32) - CDP Precinct 10.
CDP requirements:	Height controls stipulate RL 1.85 (Ground) and RL 31.80 (Roof) in one section, RL 1.85 (Ground) and RL 18.85 (Roof) in another section and RL20.35 approx (Roof) to the boat storage building. There is some ambiguity as to the extent to which these height controls apply within Precinct 10 as opposed to Precinct 1.
Approvals:	Plans were endorsed by Council on 8 March 2018.
Status:	No construction has commenced. The proposed development is subject to review before VCAT in proceeding P1051/2019.
Council file:	KP2018/459 (for parking dispensation).
Comments:	The Council file does not appear to contain any documents which explain the background or rationale for the decision to endorse the plans for this proposal.

The endorsed plans refer to the proposed developments being located on lots S30, S31 and S32. These lot references do not appear to accord with what we understand to be the current plan of subdivision, namely PS337700R. It appears that the identification of relevant lots on the endorsed plans may be references to lots superseded by the evolution of PS337700R. This may not of itself

be a significant issue although, in the absence of an explanation as to the manner in which lots have been identified, it may demonstrate a lack of proper analysis and consideration of the plans prior to their endorsement.

Our review of the endorsed plans identified the following issues:

Lot S30: The endorsed plans show 70 apartments within a 10 storey building with a further 4 levels of basement car parking. The ground level is between 1.64 and 1.66 AHD and the roof level is 31.60 AHD. The building appears to be located partly in an area depicted in the CDP as 'Existing Boat Storage' with approximate RL 20.35 (Roof), and partly in an area depicted as 'Proposed Studio Apartments' with RL 1.85 (Ground) and RL 18.85 (Roof). The proposed development therefore significantly exceeds the height limitation described in the CDP.

Lot S31: The endorsed plans show 142 apartments within a 10 storey building with a further 5 levels of basement car parking. The ground level is between 1.66 and 1.83 AHD, the roof ledge is 31.60 AHD and the roof apex is 33.60 AHD. This building appears to be located in an area depicted in the CDP as 'Proposed Apartments' with RL 1.85 (Ground) and RL 31.80 (Roof). The proposed development therefore marginally exceeds the height limitation described in the CDP.

Lot S32: The endorsed plans show 28 apartments within a 5 storey building with a further 3 levels of basement car parking. The ground level is between 1.18 and 1.68 AHD and the roof level is 16.725 AHD. The building appears to be located in an area depicted in the CDP as 'Proposed Self-Contained Apartments' but with no specific height controls specified. The proposed development is therefore inconsistent with the design layout described in the CDP.

The Council Officer's report dated 22 May 2019 in relation to this proposed development (relating to the permit application for the reduction of required car parking) refers (at pages 20 and 25) to the development on lot S32 as a 'three-storey apartment building with 28 dwellings'. This description is inconsistent with the endorsed plans which clearly show a 5 storey building.

The Council officer's report states (at page 26) that 'the use of the site for 'dwellings' has been previously endorsed by Council under the previous consent, which did not require planning approval, and it was considered to be acceptable'. It is not clear which 'consent' is being referred to in this context and whether this reference is intended to relate to the decision to endorse the development plans.

In any event, it appears that Council has endorsed plans which clearly exceed nominated height maximums in the relevant locations.

4.4 3 storey development in Precinct 2



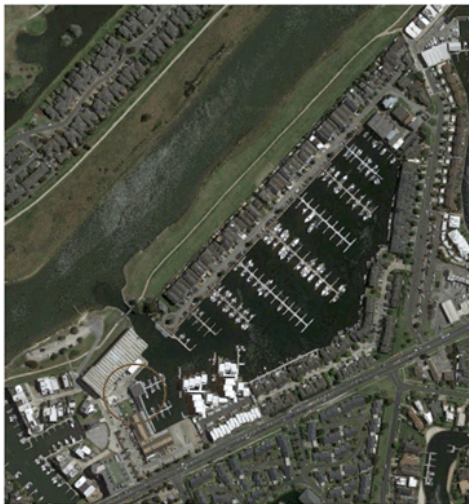
Location:	124 Northshore Drive, Patterson Lakes - CDP Precinct 2.
CDP description:	This location is shown as blank space on the CDP. We note that there is no specific designation as open space on the CDP, but there had been in predecessor plans. Height controls for Precinct 2 stipulate Town House Developments of 2 & 3 storeys.
Approvals:	Planning Permit KP00/439 issued on 22 January 2001 to allow subdivision of Lot 2 on PS337700R into 2 lots, and removal of part of an easement. The Planning Permit was extended for 2 years on 9 January 2003. A s.173 Agreement for the land was executed on 13 March 2003. An amended s.173 Agreement was executed on 16 August 2005.
Status:	Development completed (date of completion unknown). 3 storey dwelling on the land.
Council file:	KP00/439.
Comments:	This site raises two issues of concern. The first is that the development is located on an area of the CDP that does not depict dwellings. It appears that the area (or part of it) had been nominated as public open space in predecessor plans and had been used as open space prior to the development, and this formed the primary grounds of objection by neighbouring residents when the development proposal was originally advertised in 2000. However, based on our opinion that there is no mandatory height control in Precinct 2, and our assessment is that proposals only need to be generally in accordance with the CDP, it would be open to argue there is sufficient flexibility and lack of certainty in the

CDP in order to allow an exercise of discretion in approving a dwelling on this site. We also understand that the original objections were withdrawn in response to the applicant making some changes to the proposal, including reducing the size of the lot created by the subdivision that was to contain the dwelling.

The second issue is that condition 3(a) of the Planning Permit specifically stipulates that the development is to be '*no more than two stories*' and that the landowner must enter into a section 173 Agreement to that effect, prior to the Plan of Subdivision being certified. The s.173 Agreement entered into on 13 March 2003 incorporates this requirement. However, the applicant sought an amendment to the plans and to the s.173 to allow a 3 storey proposal. The Council advised that the applicant would need to obtain body corporate consent, which it did. Accordingly, a subsequent s.173 Agreement was entered into on 16 August 2005 which removed the requirement stipulated in the Planning Permit requiring no more than 2 storeys. However, it does not seem that the Planning Permit was also amended and the s.173 agreement is contrary to the Planning Permit requirement.

Ultimately, this likely represents an oversight on the part of the Council, rather than anything sinister.

4.5 Approval for 9 storey development in Precinct 10



Location: Lot 530, Part Lot 531 and Part Lot 1000 - CDP Precinct 10.

CDP requirements: Height controls stipulate RL 1.85 (Ground) and RL 31.80 (Roof) in one relevant section, and RL 1.85 (Ground) and RL 18.85 (Roof) in a further relevant section. There is ambiguity as to the extent to which these height controls apply within Precinct 10 or Precinct 1.

Approvals:	We understand that plans for this proposal were endorsed on 1 December 2008 although we have not actually sighted these plans. Planning Permit KP1119/08 was issued on 6 March 2009 for parking dispensation. The Planning Permit was extended for 2 years on 22 December 2011, and extended for a further 2 years on 3 May 2013.
Status:	Development did not proceed.
Council file:	KP1119/08.
Comments:	The file we have reviewed only relates to the application for an extension of the permit. We have not been provided with a copy of documents or the file relating to original endorsement of plans or the decision to grant Planning Permit KP1119/08.

4.6 Approval for 2x 5 storey development in Precinct 11



Location:	Lot 530, Part Lot 531 and Part Lot 1000 - CDP Precinct 11.
CDP requirements:	Height controls stipulate RL 3.25 (Ground), RL 17.00 (Roof) and 'Parking under'. There is however some potential ambiguity as to whether these height controls apply to the entirety of Precinct 11 (as discussed in section 3 above).
Approvals:	Planning Permit KP547/11 was issued on 21 December 2012, although indicates that Council endorsed plans on 8 March 2011.
Status:	Development did not proceed.
Council file:	KP547/11.

Comments:

Proposal for 2 x 5 storey apartment buildings with at grade parking. One of the buildings shows an RL on the plans at 17.85, which slightly exceeds the nominated height for the precinct. The second building complies with the height control. The council officer report² notes that a minor variance of the height control is acceptable as the proposal is meeting the overall intent of the CDP. This appears to be a misunderstanding of the mandatory nature of the height control in the CDZ1.

The Council officer's assessment does not specifically assess whether the proposal is generally in accordance with the CDP in the context of the CDP showing a car park in this location, but it does note that *the scale form and height of the proposal is generally consistent with the CDP which encourages buildings of this magnitude within Precinct 11 and western edge of the CDZ.*

In relation to the height exceedance, the Council officer notes that it is reasonable that a variation be entertained, as long as the purpose of the CDZ1 is met and because the exceedance is negligible and won't have any discernible impact in terms of visual bulk.

The assessment appears to misunderstand the mandatory nature of the height provision. It appears that the Council officer concludes that some discretion can be applied and this appears to be informed to a degree by the Planning report prepared on behalf of the applicant.

The assessment that the height control applies to this site was not followed through in the subsequent application.

4.7 4 storey development in Precinct 2



Location:	96 Northshore Drive, Patterson Lakes - CDP Precinct 2.
CDP requirements:	Height controls stipulate Town House Developments of 2 & 3 storeys.
Approvals:	No planning permit. Plans for a 4 storey development were endorsed under a building permit on 2 January 2001.
Status:	Development completed (date of completion unknown).
Council file:	Building file B8011879.
Comments:	In light of the fact that there is no RL indicated in the CDP for this particular area, there is no mandatory height control applicable. However, the development plan relating to this particular development must be generally in accordance with the applicable CDP requirement relating to townhouse developments of 2 & 3 storeys. Having regard to the fact that this development appears to be generally consistent with the surrounding buildings in terms of height, form and appearance, we consider that it would be open for a decision maker to determine that this development is generally in accordance with the CDP, notwithstanding that it consists of 4 storeys (if the roof space is included as an additional storey).

4.8 5 storey development in Precinct 5



Location:	19 Northshore Drive, Patterson Lakes - CDP Precinct 5.
CDP requirements:	Height control within the relevant area of Precinct 5 stipulates 4 storeys on this particular site.
Approvals:	No planning permit. Building permit issued on 27 February 2003 for 4 storey apartment building. Plans endorsed on 17 December 2003.
Status:	Development completed (date of completion unknown).
Council file:	Building file 20040019/1.
Comments:	<p>In light of the fact that there is no RL indicated in the CDP for this particular area, there is no mandatory height control applicable. However, the development plan relating to this particular development must be generally in accordance with the applicable CDP requirement relating to townhouse development of 4 storeys. Having regard to the fact that this development appears to be generally consistent with the surrounding buildings in terms of height, form and appearance, we consider that it would be open to argue that this development is generally in accordance with the CDP, notwithstanding that it appears to consist of 5 storeys (if the roof space is included as an additional storey).</p> <p>There does not appear to be any prohibition on an apartment building on this site in the CDP or within the CDZ1 control.</p>

4.9 4 storey development in Precinct 5



Location:	7 Northshore Drive, Patterson Lakes - CDP Precinct 5.
CDP requirements:	Height control within the relevant area of Precinct 5 stipulates 2 & 3 storeys (with one lot at 19 Northshore Drive nominated for 4 storeys.)
Approvals:	Building permit.
Status:	Development completed (date of completion unknown).
Council file:	Building file B8030383.
Comments:	In light of the fact that there is no RL indicated in the CDP for this particular area, there is no mandatory height control applicable. However, the development plan relating to this particular development must be generally in accordance with the applicable CDP requirement relating to townhouse developments of 2 and 3 storeys. Having regard to the fact that this development appears to be generally consistent with the surrounding buildings in terms of height, form and appearance, we consider that it would be open to argue that this development is generally in accordance with the CDP, notwithstanding that it is 4 storeys in height. In our view, the development meets the overall intent of the CDZ1 and the approved CDP and is within the reasonable bounds of discretion in decision making that is open to the Council officers.

4.10 The Cove Hotel in Precinct 10



Location:	McLeod Road, Patterson Lakes. CDP Precinct 10.
Approvals:	Planning Permit KP960143 was issued on 22 March 1996 and amended on 31 May 2001. Approval provided for a reduction in parking associated with the use of the land for a Hotel, Restaurant and Retail Building
Status:	Development completed (date of completion unknown).
Council file:	KP960143
Comments:	The conditions of the original Planning Permit issued on 22 March 1996 included the following requirements:

Condition 5. 151 car spaces must be provided for the Hotel

Condition 6. A further 52 car spaces are to be provided within 18 months of the date of occupancy for the hotel.

The Permit was amended on 31 May 2001 to reduce the parking requirement to only require 152 spaces for the Hotel. We assume this reduction was allowed as the proposed separate restaurant and retail in the original approval did not proceed, however it is not entirely clear from the documents on Council's file.

The information that supported the application for a reduction in the parking requirement for the hotel in 1996 is inconsistent, however it appears that, at the time, an assessment of the available parking in Precincts 1, 10 and 11 was undertaken. It was identified that there

were 186 non-exclusive spaces around the hotel and on adjoining land that were available for use by the hotel, not relying on the 62 spaces in the Riverside car parking Precinct 1 and not relying on any parking on the site at 107 McLeod Rd in Precinct 11.

We have viewed a subsequent ARUP traffic report that was prepared for a proposal in 2006 (that did not proceed) that was said to incorporate:

- the 40 dwelling proposal approved in KP986/03;
- a residential apartment building comprising 86 units in Precinct 10;
- a commercial building at 107 McLeod Road;
- an expansion of the hotel bistro; and
- a new retail proposal to the east of the hotel in precinct 10.

This report was not attached to a file and we have not viewed any other documents that relate to the combined proposal, however the report highlights how parking for the hotel was said to be allocated, at that time, as comprising:

- 91 spaces in Precinct 10 surrounding the hotel; and
- 62 spaces within the Riverside car park in Precinct 1.

Accordingly, it does not appear that the hotel had relied on the carparking provision identified in Precinct 11 on the land at 107 McLeod Road.

However, it has been very difficult to paint a clear picture of how parking for the Hotel and other uses was originally allocated on the site and the extent to which has been reduced or diluted with subsequent applications and approvals.

We recommend that Council commissions a comprehensive parking survey for all uses within Precincts 1, 10 and 11 with a view to assessing parking requirements and how parking is currently allocated. This could then form the baseline for any future parking dispensation applications for future development proposals. We also recommend that Council reconsiders the current parking rates for uses on the land as part of any future planning scheme amendment for the site.

4.11 Additional observations

The approval of development plans prior to the creation of the CDP in 1999 makes it problematic to determine the validity of any developments which may be consistent with pre-CDP plans but inconsistent with the CDP.

5 Resident allegations

We have considered various written concerns raised by residents regarding development within CDZ1, which have been provided to us by Council.

A number of allegations relate to the manner in which Council representatives have interacted with residents. We do not consider these allegations raise issues that have a direct material consequence in relation to Council's compliance with legal obligations under relevant planning laws, and such issues are therefore outside the scope of our current review. Accordingly, we do not express any view on the substance of these allegations, although we note that it may be appropriate that they be separately reviewed within Council's broader framework of duties and responsibilities to residents.

The remaining allegations raise issues regarding Council's compliance with its legal obligations under applicable planning laws. The allegations within this category are summarised as follows:

- (a) the failure by Council to enforce compliance with advertising and notice requirements for proposed developments and otherwise provide necessary information in the course of development approval processes;
- (b) the grant of development approvals by Council in breach of relevant planning controls;
- (c) the failure by Council to enforce requirements under applicable planning controls or approvals and otherwise follow proper procedures in relation to enforcement and compliance; and
- (d) the conduct of a Council officer amounting to an improper use of their position or failure to properly discharge their duties on behalf of Council, or otherwise resulting in the interference with the proper process for development approval required under law.

We understand that current complaints of residents in relation to compliance and performance issue on the site are being pursued separately by the Council.

We did not identify any documentary or other material in the course of our review that would support any allegations beyond what is summarised in this report. Although Council may elect to conduct further investigations specifically in relation to these matters, we have not identified any facts as part of our review to suggest that there has been a material failure by Council to comply with relevant laws.

6 Council officer interviews

The purpose of the interviews conducted on 19 December 2019 was to seek further information from the Council officers who had the carriage and responsibility for making

decisions in relation to developments within Endeavour Cove at the relevant time in order to determine:

- (a) what informed their decision making;
- (b) whether a more forensic investigation into these matters should be undertaken, having regard to their responses; and/or
- (c) in the event that a protected disclosure was made during the course of an interview, whether that disclosure should be referred to IBAC.

All of the interviewees were informed of our preliminary findings and were provided access to the Council files associated with each relevant property prior to the interviews.

Each interviewee was asked some general questions about their understanding of the operation and application of the site controls (the CDZ1, the CDP and the LSIO) including:

- how proposals should be assessed under the site controls;
- what permit triggers there are for uses and/or buildings and works, if any;
- whether and to what extent height controls apply across the site;
- whether height controls are mandatory or discretionary; and
- whether, and to what extent, there is any discretion that can be exercised with respect to applying built form controls.

Each of the interviewees were then asked some more targeted questions about what information and/or other factors they relied on in deciding to approve an application and/or plans for which they had responsibility, whether they had any relationships with the developers and their consultants and whether there were any issues of conflicts of interest.

We note that more specific or targeted questions were formulated in the context of our preliminary findings to that stage, being that we had not discovered any evidence of corruption, fraud, undue influence, or deliberate contravention of Council requirements by any staff.

There was nothing that arose from the interviews that would inform a need for a further, more forensic investigation to be undertaken in respect of any of the proposals addressed in our review. Interview answers generally confirmed our preliminary findings that the key reason for errors being made is that the planning scheme controls are inherently ambiguous and difficult to navigate.

We understand that Council is undertaking an internal governance review and a review of its procedures for receiving and assessing development proposals, both at Endeavour Cove, and more generally, which we support.

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.10

PROPOSED FENCED DOG OFF-LEASH AREAS IN THE SOUTH WARD CONSULTATION FEEDBACK AND OTHER ANIMAL AND LOCAL LAWS MATTERS

Contact Officer: Neil Sheppard, Team Leader Local Laws

Purpose of Report

The purpose of this report is for Officers to report back to Council on the outcomes of actions taken following resolutions of Council's Ordinary Meeting of 25 February 2019 as it relates to fencing existing dog off-leash areas in the South Ward and exploring opportunities for the supply of dog litter bags.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Note the submissions received in response to the consultation on the proposed fencing of the existing dog off-leash areas in Iluka Reserve Aspendale and Roy Dore Reserve Carrum; and
2. Proceed with the works associated with the introduction of fencing and associated user infrastructure for the existing dog off-leash area in Roy Dore Reserve Carrum during the 2020/2021 financial year.
3. Provide a maximum allocation of \$25,000 in the 2020/2021 budget towards the purchase of dog-poo bags for distribution in Council's civic and other community and animal related facilities and that this amount be further reviewed as part of the 2021/2022 budget once demand is further understood.

1. Executive Summary

The information in this report relates to fencing existing dog off-leash areas in the South Ward and exploring different opportunities for access to free dog-litter bags in civic and other community and animal related facilities.

This report outlines actions undertaken resulting from the resolutions from 25 February 2019 and summarises the submissions received during the consultation period to determine if fencing off the existing dog off-leash areas in Iluka Reserve Aspendale and Roy Dore Reserve Carrum is supported.

This report explains in detail the extent of feedback received, recognising that the feedback was received through both the survey conducted on the 'Your Kingston Your Say' platform as well as through written/email feedback received. Copies of all submissions will be provided to Councillors and responses are provided in this report.

It is clear through the feedback received that although both proposals to fence off the off-leash areas were supported by most responders, Roy Dore Reserve received greater support than Iluka Reserve.

2. Background

At the Ordinary Council Meeting of 22 October 2018, Councillors resolved the following:

1. *Council notes the submissions received and thanks all submitters for their responses and feedback*
2. *That Council not proceed with a 24-hour dog off-leash area at Edithvale Beach*
3. *That Officers provide a report no later than February 2019 – on the implementation of off leash fenced areas at non-foreshore reserves within the South Ward of the City of Kingston*
4. *That Officers provide a report for the implementation of bio-degradable dog poo bag dispensers along the foreshore reserve*
5. *A report be provided to Council on the feasibility, cost and timelines of a trial of increased patrolling of the Kingston Foreshore during summer to ensure compliance*

In response to the above resolutions, a further report was brought to the Ordinary Meeting of Council on 25 February 2019 and the following was resolved:

1. *Undertake community consultation regarding the implementation of fencing the existing dog off-leash areas at Iluka Reserve, Aspendale and Roy Dore Reserve, Carrum within the South Ward.*
2. *Provide customers with greater access to free dog-poo bags in civic and other community and animal related facilities.*
3. *Implement a trial of a dog-poo bag dispenser in reserves in each Ward including Bicentennial Park and Iluka Reserve in South Ward; Namatjira Reserve and Spring Road Reserve in North Ward.*
4. *Continue to use the existing supplier for dog-poo bags until a more holistic approach is taken by Council to consider an alternative (such as compostable) and that this be the subject of further advice to Councillors.*
5. *Officers undertake industry benchmarking and further consult with South and Central Ward Councillors regarding their expectations on the level of resourcing expected along the Kingston foreshore during the 2019/2020 summer period and provide a report of options back to Council.*

The analysis of the trial for dog poo dispensers will be coming back to Council through the April Meeting cycle.

3. Discussion

3.1 Council Plan Alignment

Goal 3 - Our connected, inclusive, healthy and learning community

Direction 3.4 - Promote an active, healthy and involved community life

Pet ownership supports members of our community to lead healthy lifestyles which is aligned directly with this component of the Council Plan.

3.2 Consultation for the proposed fencing of existing dog off-leash areas

Following the resolution of the Council on 25 February 2019, Council undertook a public consultation process for both Roy Dore Reserve and Iluka Reserve to gauge the level of support from the residential area surrounding each reserve.

Various forms of consultation were undertaken including online surveys, face-to-face surveys over the weekend of 24/08/19 - 25/08/19 at each reserve as well as receiving written feedback.

Copies of all the feedback received has been circulated to Councillors prior to the Councillor Information Session. A summary of the responses and findings are provided below.

Online Survey

An online survey was established through the 'Your Kingston Your Say' platform for each proposal. As part of the survey for both reserves, the following questions were asked:

- How often to you visit the Reserve?
- Are you a dog owner?
- What other dog off-lead areas do you visit?
- What are the main reasons you visit the reserve?
- Do you support the proposal to fence the off-lead area? Why? Why Not?
- Do you have any other comments you would like to make?

Consultation commenced on 29 April 2019 and concluded on 24 May 2019. A brief summary is as follows:

	Have Your Say Submissions		Emails Received	
	Support	Against	Support	Against
Roy Dore Reserve	30	7	0	1
Iluka Reserve	24	21	8	8

Community Drop in Session

An opportunity for further community engagement was identified for Roy Dore Reserve given the proposed redevelopment of some of the buildings within the reserve, and a 'drop in session' was conducted on 1 and 2 May 2019 at Roy Dore Reserve.

Council Officers and members of the community attended this session. Those who attended were provided with an opportunity to provide Council further feedback on the proposal. Generally, this was supportive, with many comments stating that they would not support the existing footpath being placed inside the fenced off area. Most people indicated that the footpath should be separated from the fenced off leash area.

The survey data shows solid support for the Roy Dore Reserve and as such the report recommends proceeding. The feedback at Iluka Reserve although marginally in support had some level of opposition and as such the decision whether or not to proceed with the fencing is not as definitive.

3.3 Costs associated with implementing fenced off-leash areas

The proposed works have not been budgeted for in the 2019/2020 and 2020/2021 financial years, therefore Council need to provide for an allocation by resolution.

A more detailed cost breakdown has been provided by Council's Parks Department. This now includes the cost of irrigation, something that previously was not factored into the total, but that is required for high traffic areas such as fenced off-leash areas to ensure that the dust generated is not unreasonable. The costs are provided as follows:

Iluka Reserve

Activity	Estimated Cost
Fencing approximately 100 linear metres	Supply and install \$20,000
Furniture, drinking fountain, bins, seats	\$16,000
Relocation of soccer goals	\$5,000
Irrigation	\$50,000
TOTAL ESTIMATED COST	\$91,000

Roy Dore Reserve

Activity	Estimated Cost
Fencing approximately 432 linear metres, pathways, shelter and some agility equipment	Supply and install \$66,000
Furniture, drinking fountain, bins, seats	\$20,000
Irrigation	\$60,000
TOTAL ESTIMATED COST	\$146,000

These costs have been updated to include the cost of irrigation. The irrigation system required needs to be designed by a consultant, supplied and installed for grassed dog parks that typically sustain higher usage. Scope also exists to look at additional facilities to enhance the experience for dog owners which could also be considered.

These costs also include a contingency of 10% to cover unexpected problems that may arise during the construction phase.

3.4 Options

3.4.1 Option 1 Maintain the status quo

This option is not recommended as it does not support Councillors wishes to implement further fenced dog off leash areas in the South Ward.

3.4.2 Option 2 Install continuous fencing for the existing dog off-leash area in Roy Dore Reserve Carrum

This option is to install fencing on the on the northern, southern and western side of the existing dog off-leash area in Roy Dore Reserve and to separate the pathway from the dog off-leash area.

The dotted aqua line indicates the location of the fencing alongside the current footpath and is recommended to connect with the orange lines to fully fence the dog off leash area.



This option is recommended.

3.4.3 Option 3 Install fencing for the existing dog off-leash areas in Iluka Reserve Aspendale

An option would be to install a fence on the southern side of the pathway in Iluka Reserve to separate the dog off-leash area from other park users. The dotted green line indicates the location of the proposed fence.

Note – the existing dog off-leash area currently crosses the pathway (indicated by the orange dotted line), this area would no longer be included in the off-lead area allowing pedestrians to cross the reserve without encountering dogs off leash.



This option is not recommended given less support was received following community consultation, when compared with the Roy Dore Reserve option.

3.5 Greater access to free dog-litter bags in civic and other community and animal related facilities

A report is being prepared Council Officers began by initiating contact with existing foreshore business and community buildings, to gauge their willingness to stock dog-litter bags (and their City of Kingston branded caddies).

Free sample rolls of dog-litter bags have been provided to all Lifesaving Clubs and all other café's/businesses located along the foreshore.

Several other businesses were contacted and are interested in being involved. These are as follows:

- 13 x Vets
- 21 x 21 (corporate approval has been obtained)
- 7 x Pet Shops/Grooming Businesses

Given the large number of premises approached and who have expressed support, Officers seek Council's guidance as to the extent of supply, given that there may be a budget implication for providing a considerable number of free bags annually.

It is recommended that consideration be given to a total allocation of \$25,000 for the 2021/2022 financial year to support dog-poo bags for distribution in Councils in civic and other community and animal related facilities. This allocation would then be reviewed in the subsequent financial year.

It is also noted that the 6-month trial of the dog litter bag dispensers recently concluded. Officers are now collecting feedback from the community regarding the success or otherwise of the trial and will bring a report back to Council in the April cycle.

4. Conclusion

4.1 Environmental Implications

Dogs have the potential to negatively impact native flora and fauna communities when not appropriately controlled or managed. The most common kills for dogs are birds, possums and lizards, however, Council Officers believe there would be minimal environmental implications as dogs are currently permitted to be off leash in these areas.

4.2 Social Implications

There are proven health benefits from owning pets including dogs. Dog ownership plays an important role in our community and providing opportunities for dog owners to access open space assists connection of people within the community.

In balancing this Council needs to ensure that the area provided promotes a safe and healthy environment for all users and dogs.

4.3 Resource Implications

There would be a cost to install fences, install furniture, signage and provide appropriate infrastructure (water tap), as well as required irrigation. These estimated costs are provided in this report.

Council's Parks Department will need to be allocated additional capital works budget to carry out the works.

There will also be a cost implication of providing dog-litter bags to the businesses that have expressed their interest. The report recommends a maximum budget allocation for the 2020/2021 financial year to evaluate the level of take-up by interested businesses.

4.4 Legal / Risk Implications

There are some legal/risk implications with dogs let off leads in fully fenced off-leash areas.

Council Officers have had experience with some dog owners who have expressed concern that because their dog has no recall it is likely to run off when exercised off-leash and therefore they wish to rely on a fenced off-leash area. This can create a sense of complacency when owners allow their dogs to be exercised in fenced off-leash areas.

Owners need to be confident that they can observe, and effectively control their dog at all times.

Given both reserves are currently designated off-leash there is no formal statutory process that needs to be followed to install fencing as existing gazettal's will be sufficient as the boundary is designated by signage.

Author/s: Neil Sheppard, Team Leader Local Laws
Reviewed and Approved By: Jaclyn Murdoch, Manager Compliance and Amenity
Jonathan Guttman, General Manager Planning and Development

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 8.11

KP-2018/385 - 2, 4 & 6 HORSCROFT PLACE MOORABBIN

Contact Officer: Guillermo Henning, Principal Planner

Purpose of Report

This report is for Council to consider Planning Permit Application No. KP-2018/385 - 2, 4 & 6 Horscroft Place Moorabbin.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council determine to support the proposal and issue a Notice of Decision to Grant a Permit to develop the land for the construction of:

- two or more dwellings on a lot (42 dwellings)
- buildings and works that exceed the Building Height set out in the Precinct Requirements
- works within a Special Building Overlay

at 2, 4 & 6 Horscroft Place Moorabbin, subject to the conditions contained within this report.

**City of Kingston
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23 March 2020

EXECUTIVE SUMMARY			
Address	2,4 & 6 Horscroft Place Moorabbin		
Legal Description	Lots 9,10 and 11 on PS0088519		
Applicant	Urban Edge Consultants Pty Ltd		
Planning Officer	Guillermo Henning		
PLANNING REQUIREMENTS			
Planning Scheme	Kingston		
Zoning	Clause 37.08: Activity Centre Zone Schedule 3		
Overlays	Clause 44.05: Special Building Overlay		
Particular Provisions	Clause 55 – Two or more dwellings on a Lot and Residential Buildings Clause 58 - Apartment Developments		
Permit Trigger/s	<p>Clause 37.08 Activity Centre Zone, a Planning Permit is required for the following:</p> <ul style="list-style-type: none"> - To construct a building or construct or carry out works. - To construct two or more dwellings on a lot. - To construct buildings and works that exceed the Building Height set out in the Precinct Requirements of Clause 5. <p>Clause 44.05 – Construct or carry out Buildings or Works in a Special Building Overlay</p>		
APPLICATION / PROCESS			
Proposal	Develop the land for the construction of forty-two (42) Dwellings comprising: <ul style="list-style-type: none"> • Eight (8) townhouses • Thirty-four (34) apartments 		
Reference No.	KP-2018/385	RFI Received	11 December 2019
App. Received	21/05/2018	App. Amended	Yes Section 50 22 November 2019
Site inspection	Yes	Advertising Completed	6/01/2020
S.52 Advertising	Commenced: 9/12/2020		
S.55 Referrals	Melbourne Water		
Internal referrals	Yes		
Objection(s)	Twenty (20 (TRIM checked on 17/02/2020))		
LEGISLATIVE			
Covenant/other Restriction	No		
CHMP	YES – CHMP prepared by Jem Archaeology Pty Ltd on 30 November 2018 and amended on the 27 July 2019		
Considered Plans	Roger Brayshaw Pty Ltd, Drawing No's. 217-068 Sheets 1 to 28 inclusive, Revision E submitted to Council on 20 February 2020		

1.0 RELEVANT LAND HISTORY

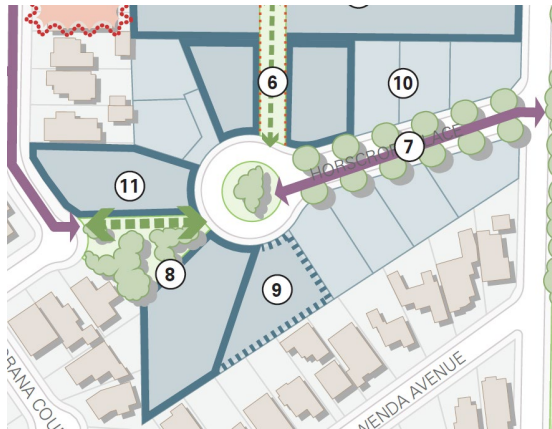
1.1 There are no recent planning decisions relevant to the assessment of this application.

Extension of Healey Reserve

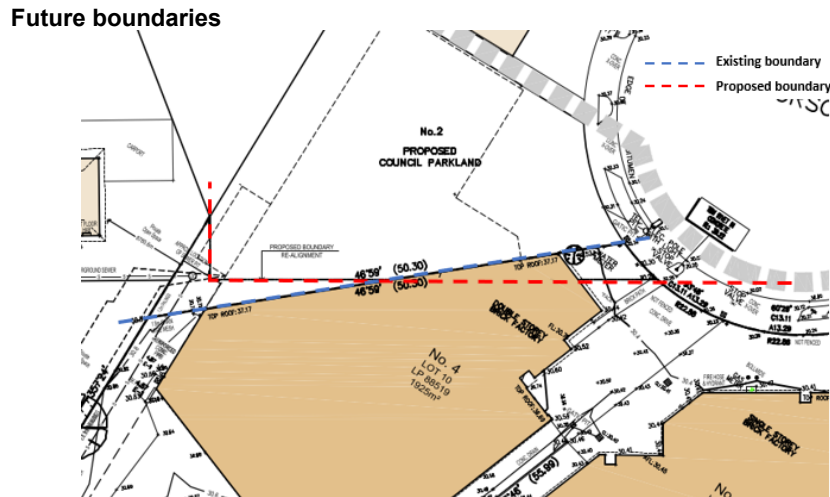
1.2 Council's adopted Moorabbin Structure Plan and associated Activity Centre Zone Schedule (ACZ3) both seek to strengthen connectivity and walkability between the core of the activity centre and Moorabbin Reserve. The Urban Design Analysis prepared for the Eastern Edge of the Activity Centre acknowledges the importance of achieving this extension:

"The existing pocket park on Healey Street should be expanded to link to Horscroft Place, allowing an open view down the street terminating at the park on Linton Street. The land parcels acquired to effect the link provide a catalyst site for residential development featuring a long northern frontage to the new open space".

Healey Reserve extension as envisaged in the UDA 2012



- 1.3 Council's property department finalised the purchase of 2 Horscroft Place, Moorabbin in 2019 to provide additional open space in support of key strategic views for this precinct. As a result of this acquisition, planning officers have required the development to respond to this future park.
- 1.4 Whilst a boundary realignment has not been formally undertaken, amended plans have been received by Council's Statutory Planning Department which show the boundary between No.2 and No.4 Horscroft Place amended. This arrangement widens the existing frontage of No.2 Horscroft Place and results in the straightening of the rear boundary to align with the fence of the park with the boundary at No.1 Healey Street.
- 1.5 The realignment of the common boundaries between the two properties will provide benefits to the layout of the future reserve by removing an area that would form an undesirable blind spot in a public park and expanding the frontage of the open space to Horscroft Place improving its visibility and pedestrian links within the centre.
- 1.6 The park layout and boundary realignment does not form part of the planning permission being sought or assessed. It forms part of a process that would be carried out by Council's Property Services Department separately once a decision is made on the planning application. Public notice will be required to be undertaken as part of this process.



2.0 SITE PARTICULARS

Subject Site



The subject site comprises three sites identified under Lots 9,10 and 11 on PS0088519. The subject site is situated on the southern side of the court bowl located at the end of Horscroft Place. Total area

Strategic context:

The site benefits from a location that is well serviced by public transport open spaces and community facilities (see image below).

The key attributes are:

Proximity to Activity Centres

- 200m west - commercial area of Moorabbin Major Activity Centre
- 2.5km south - Southland Principal Activity Centre
- 14km northwest - Melbourne CBD

Public transport

- 280m northeast - stops on Bus Routes 811, 812 and 824 (along South Road)
- 370m northwest - Moorabbin Railway Station

Public open space and bicycle network

- Directly abutting - proposed park at 2 Horscroft Place
- 10m north - Healey Street Reserve

- 90m east - Moorabbin Reserve
- 280m northeast - informal bike route along South Road

Community facilities

- 510m south - Moorabbin Primary School
- 570m northwest - Kingston Arts Centre
- 730m northeast - Tucker Road Bentleigh Primary School
- School
- 740m east - Holmesglen Institute of TAFE (Moorabbin Campus)
- 930m east - St Catherine's Catholic Primary School



Built form

The buildings within each parcel of land comprising the subject site are as follows:

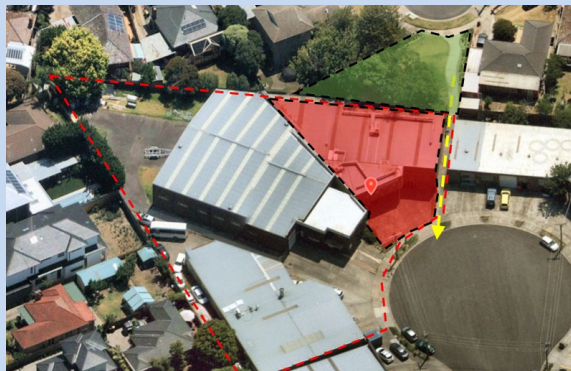
No 2 Horscroft Place: is currently occupied by a double storey warehouse building (previous Paterson Fine Jewellery). This allotment is slightly smaller than the other two industrial allotments forming the site comprising a total area of 897m². The building on site comprises an open frontage and a brick façade featuring a flat roof form. The building also includes a large roller door, large windows and several large business identification signs. Vehicle access to the site is provided by an existing double crossing leading to a car parking area located at the front of the building.

To the north of the building there is a walkway currently used as a pedestrian link providing access from Healey Street to Horscroft Place. Healey Reserve is located immediately to the west of this building (image below).

No.2 Horscroft Place



Pedestrian Link from Healey Reserve

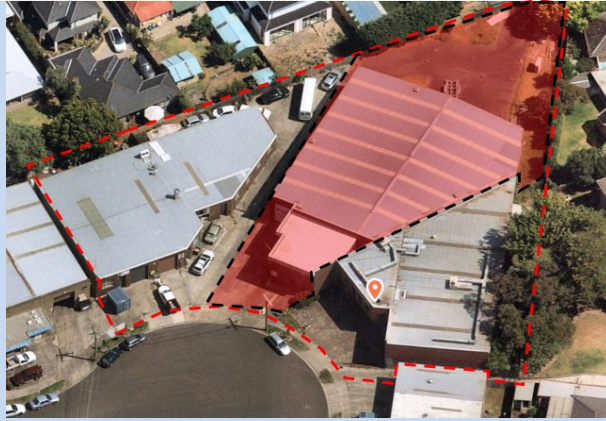


As previously mentioned in section 1.3 of this report, Council has acquired this property with the intention to demolish the building on site and undertake the extension of Healey Reserve.

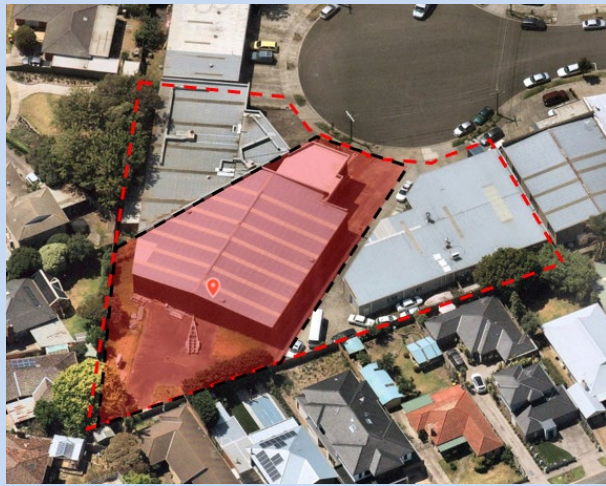
Given the proposed future boundary realignment between Nos.2 and 4 Horscroft Place, the application was amended to include No.2 horscroft as part of the development site. Whilst the overall area of this site is 897m² the proposed development intends to use a small section of this land comprising approximately 57m².

No. 4 Horscroft Place: is currently occupied by a double storey industrial building previously used as an automotive distributor. This site comprises an area of approximately 1,195m². A double vehicle crossing exists within the sites frontage to Horscroft Place. There is a 4.57m wide drainage and sewerage easement extending along the western and southern property boundaries.

No.4 Horscroft Place view from street



No.4 Horscroft Place view from rear

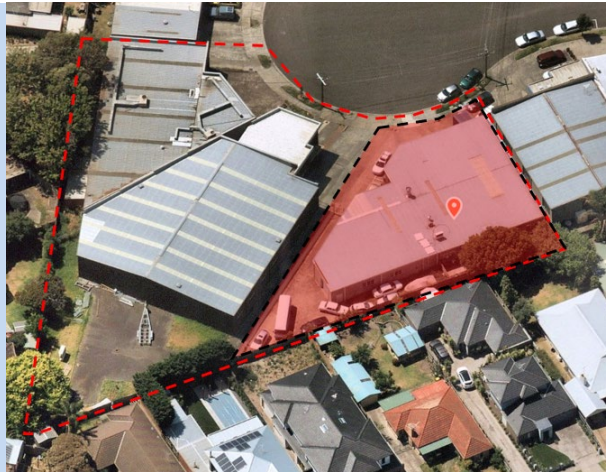


No. 6 Horscroft Place: is currently occupied by a double storey industrial building comprising three tenancies. This site comprises an area of 1,197m². There is a 4.57m wide drainage and sewerage easement extending along the southern boundary of this site. Vehicle access is provided by a double vehicle crossing located on horscroft place.

No.6 Horscroft Place view from street



No.6 Horscroft Place view the rear



Topography	The subject site has a slight slope running south-west to east. Along the south-western corner of the property is RL 30.94m and runs down to the easternmost corner of the property is RL 30.08. Diagonally over the distance 94.4m, the 0.86m rise equates to angle of incline of 0.52% degrees or 1:109m.
Fencing	Fencing along the perimeter of the subject site has been indicated to be paling fences with heights ranging between 1.2m and 1.7m.
Vegetation	Void of any significant vegetation, however there are some trees located on adjoining properties within proximity to the shared boundary.
Easement(s)	None. A 4.57m wide easement is located along the site's western (side) and southern (rear) property boundaries
Footpath assets / access	Several existing crossover located within the street frontage. There are a number of power poles and assets located along the frontage.
Covenant(s) / Restrictions	There appears to be no restrictions listed on the Certificate of Title.

3.0 SURROUNDING ENVIRONS

- 3.1 The surrounding environment within the site encompasses two fundamentally different areas, one is a semi industrial area located within Horscroft Place and the other is a low scale residential area located along Gwenda Avenue and Orana Court.
- 3.2 Land directly abutting the subject site and opposite is described as follows:

Horscroft Place	Within Horscroft Place the character is formed by old industrial buildings which have been constructed of brick material and feature large entry doors and windows combined with flat roofs. Typically, the buildings have been set back a minimum of 6m from the frontage and comprise two storeys in height. Horscroft Place comprises a linear carriageway ending
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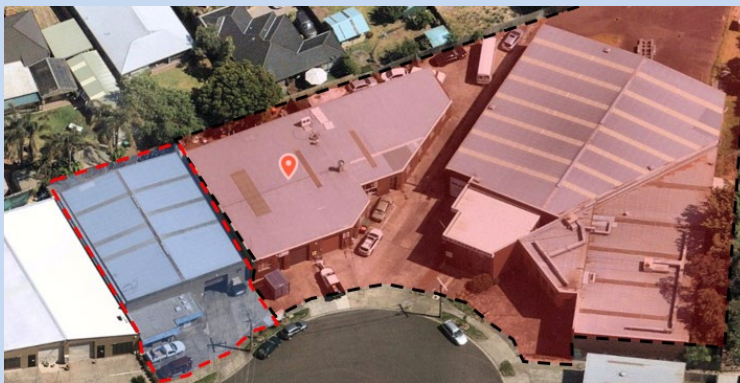
in a large court bawl which facilitates the movement of large trucks that used to transit through this precinct. Given the current zoning of the precinct the area is slowly transformed to light industrial/commercial uses.

Subject site within the context of Horscroft Place



The immediately adjoining property to the east No.8 Horscroft Place is occupied by a double storey brick building constructed on the shared boundary with the subject site.

No.8 Horscroft Place



Residential Interface

The site adjoins residential areas to the north west and south west which are currently zoned under the General Residential Zone Schedule 2.

To the **northwest** the site adjoins 3 properties described as follows:

No.1 Healey Street, is occupied by a double storey dwelling which is set back 8m from the shared boundary with the subject site.

No.6 Orana Court, is occupied by a single storey, brick veneer dwelling. The dwelling is set back 8.6m from the boundary shared with the subject site. There's some vegetation within proximity to this boundary. It is noted

that the dwelling includes two sets of solar panels oriented to the northwest and northeast.

No.4 Orana Court, is occupied by a single storey brick veneer dwelling. The dwelling is set back approximately 2.3m from the shared boundary. There are some sheds and trees located in close proximity to this boundary including a large tree. This dwelling includes one set of solar panels located to the northwest.



To the **southwest** the site adjoins six properties located along Gwenda Avenue which are described as follows.

No. 27 Gwenda Avenue, is occupied by a dual occupancy development comprising two single storey dwellings in a battle-axe arrangement. The dwellings are attached and Unit No.2 is set back a minimum of 3m from the boundary shared with the subject site. The dwellings appear to have been constructed prior to 2004.

No.29 Gwenda Avenue, is occupied by a double storey, rendered brick dwelling. The dwelling is set back in excess of 19m from the boundary shared with the subject site. There is also a large brick garage located along the western boundary of this site which is closer to the shared boundary than the dwelling. There are several semi mature trees located along the shared boundary.

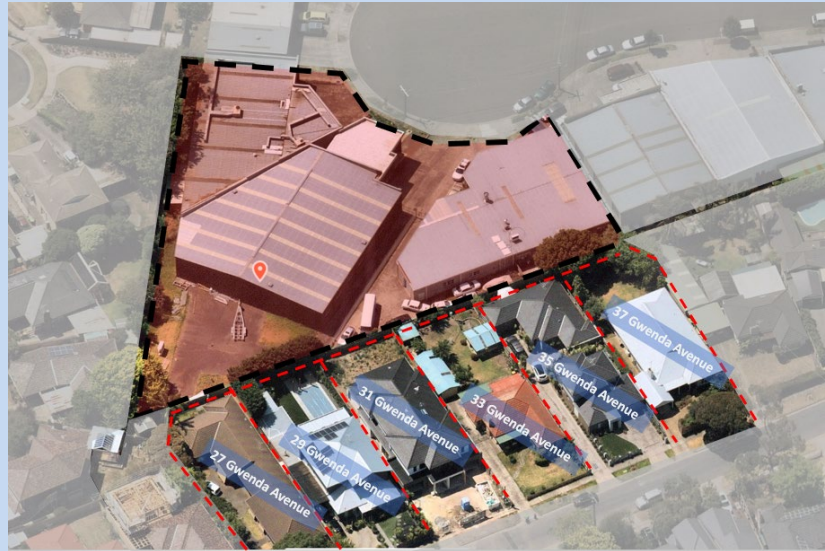
No.31 Gwenda Avenue, is occupied by a recently completed dual occupancy development comprising two double storey dwellings in a side-by-side arrangement. The dwellings are set back in excess of 9m from the boundary shared with the subject site.

No.33 Gwenda Avenue, is occupied by a single storey, brick veneer dwelling. The dwelling is set back in excess of 19m from the boundary shared with the subject site. There are two outbuildings located within the rear yard. There is some vegetation located along the shared boundary

No.35 Gwenda Avenue, is occupied by a dual occupancy development comprising two single storey dwellings in a battle-axe arrangement. Unit No.2 is set back a minimum of 3m from the boundary shared with the subject site. The development appears to have been constructed around

2010-2011 prior to the amendment c121 which approved the rezoning of Horscroft Place as an ACZ

No.37 Gwenda Avenue, is occupied by a single storey, weatherboard dwelling. The dwelling is set back a minimum of 13m from the boundary shared with the subject site. There appears to be some vegetation including mature trees planted along the shared boundary.



4.0 PROPOSAL

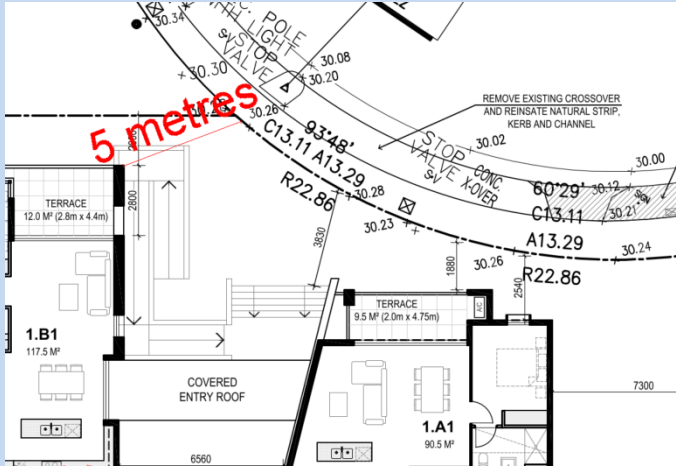
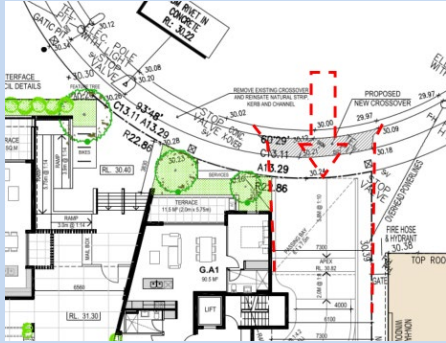
4.1 A summary of the proposal is provided in the table below.

Description	Demolish the existing buildings on the land to allow for the construction of forty-two dwellings within a combination of apartments and townhouses sharing a single level basement. The distribution of the proposed dwellings is as follows: <ul style="list-style-type: none"> ▪ 12 apartments within building block A • 22 apartments within building block B (5 double storey apartments) • 8 Townhouses
Storeys/ Maximum building height	Apartment blocks A and B comprise 5 storeys with a maximum height of 18.04m Townhouses proposed are three storeys with a maximum height of 9.9m
Car parking	64 car spaces in total 42 single + 16 tandem spaces

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	6 visitor parking spaces		
Bicycle	6 horizontal bike spaces on ground fl. 29 wall-mounted bike spaces 13 bike spaces (in storage area for townhouses 1-8)		
Front setback	A minimum 1.8m and a maximum of 5m 		
Site Coverage	51.16%	Permeability	24.9%
Access	Existing crossovers to be removed and a new crossing proposed along the north eastern corner of the site's frontage to Horscroft Place. 		
Vegetation removal/retention	No significant vegetation located on subject site while there are a number of mature and semi-mature trees growing within close proximity to the subject site on adjoining properties, the buildings have been set back a minimum of 4.57m from the southern and western boundaries to accommodate for an existing easement this distance will be sufficient to ensure adjoining trees are not impacted by the proposal.		

Building materials

Recycled brick
Concrete render
Acrylic render
Colorbond standing seam cladding
Metallic steel
Corten metal feature cladding
Timber cladding
Black aluminium windows i doors
Timber fence

An analysis of each level of the development is provided in the table below:

<p>Basement Car Park</p>	<p>The basement level includes the following car parking spaces.</p> <ul style="list-style-type: none"> 42 single + 16 tandem spaces. Each townhouse has been provided with individual a single garage and tandem space within the basement. The garage also includes direct access to the townhouses above via stairs and additional storage areas 6 visitor parking spaces <p>Bicycle parking spaces have also been nominated within the basement as follows:</p> <ul style="list-style-type: none"> 34 wall-mounted bike spaces 8 bike spaces (in storage area for townhouses 1-8) <p>Other facilities have been nominated within the basement including:</p> <ul style="list-style-type: none"> Individual storage space for each apartment (6m³) Individual storage areas for each townhouse (12m³) Waste areas for recycling and rubbish Waste areas for hard waste Lift run to upper levels with lobby for each apartment block A substation
<p>Ground Level</p>	<p>General</p>

- Given the construction of the basement and vehicle access, the ground floor will sit higher than the natural ground level. The proposed height difference is between 0.55m and 1.3m.
- A central foyer and lift lobby area. Mailbox facilities are provided at the entry of the building.
- A communal area separating townhouses from the apartment bloc B. This area is approximately 8m in width and comprises some breakout spaces featuring planter boxes and pergola type structures.

Apartment Block A

Three (3) apartments:

BUILDING A	SPOS area	No. Bedrooms
G.A1	11.5m2 balcony	2
G.A2	40m2 balcony	1
G.A3	152m2 balcony	3

Apartment Block B

Five double storey apartments featuring reverse living and one single storey apartment.

BUILDING B	SPOS area	No. Bedrooms
G.B1	20m2 balcony	3
G.B2	20m2 terrace	3
G.B3	20m2 terrace	3
G.B4	20m2 terrace	3
G.B5	20m2 terrace	3
G.B6	20m2 terrace	3

Townhouse

Townhouses 1 to 7 are reverse living therefore, they include bedrooms at ground level. Townhouse 8 is proposed to have living areas at ground level with bedrooms above.

1st Floor Level

Apartment Block A

Three (3) apartments:

BUILDING A	SPOS area	No. Bedrooms
1.A1	9.5m2	2
1.A2	8m2	1
1.A3	12m2	3

Apartment Block B

The second level of the double storey apartments featuring reverse living and one single storey apartment.

BUILDING B	SPOS area	No. Bedrooms
1.B1	20m2 balcony	3

	G.B2	nil	3
	G.B3	nil	3
	G.B4	nil	3
	G.B5	nil	3
	G.B6	nil	3
	<p>Townhouse</p> <p>Townhouses 1 to 7 are reverse living therefore, they include bedrooms living rooms and terraces comprising 12m2 . Townhouse 8 is proposed to have living areas at ground level with bedrooms above.</p>		
2nd Floor Level	<p>Apartment Block A</p> <p>Two (2) apartments:</p>		
	BUILDING A	SPOS area	No. Bedrooms
	2.A1	9.5m2	2
	2.A2	8m2	1
	<p>Apartment Block B</p> <p>The second level of this apartment block comprises.</p>		
	BUILDING B	SPOS area	No. Bedrooms
	2.B1	10m2	2
	2.B2	17m2	2
	2.B3	17m2	1
	2.B4	17m2	1
2.B5	20m2	2	
<p>Townhouse</p> <p>Townhouses 1 to 7 are reverse living therefore, they include bedrooms living rooms and terraces comprising 12m2. Townhouse 8 is proposed to have living areas at ground level with bedrooms above.</p>			
3rd Floor Level	<p>Apartment Block A</p> <p>Two (2) apartments:</p>		
	BUILDING A	SPOS area	No. Bedrooms
	3.A1	9.5m2	2
	3.A2	13m2	2
	<p>Apartment Block B</p> <p>The third level comprises five (5) single storey apartments</p>		
	BUILDING B	SPOS area	No. Bedrooms
	3.B1	10m2	2
	3.B2	8m2	2
	3.B3	8m2	1
	3.B4	8m2	1
3.B5	16m2	2	
4th Floor Level	<p>Apartment Block A</p> <p>Two (2) apartments:</p>		
	BUILDING A	SPOS area	No. Bedrooms

4.A1	9.5m2	2
4.A2	13m2	2

Apartment Block B

The second level of the double storey apartments featuring reverse living and one single storey apartment.


BUILDING B	SPOS area	No. Bedrooms
4.B1	10m2	2
4.B2	8m2	2
4.B3	8m2	1
4.B4	8m2	1
4.B5	16m2	2
4.B1	10m2	2

5.0 AMENDMENTS UNDER SECTION 50 / 50a / 57a OF THE ACT

5.1 The current application has been amended three times during the application. Further details of each amendment are found below:

1. The first amendment under Section 50 of the Act was lodged on the 1st November 2019, the following alterations were sought:
 - Proposed future boundary realignment with the park shown on plans
 - The relocation of the vehicle access from the western boundary adjacent to No.2 Horscroft Place to the eastern boundary adjacent to No. 8 Horscroft Place in order to respond to the proposed future park.
 - Basement and development amended to incorporate land at No. 2 Horscroft Place and completely redesigned.
 - An increase in the total number of dwellings from 38 to forty-two.
 - An increase in the setbacks from the eastern boundary from 2m to 4.5m to allow for respond to the equitable development of No. 8 Horscroft Place
 - The amendment of the building block B along the western elevation to introduce additional setbacks increase from the western boundary adjacent to No.6 Orana Court above levels 2 and 3. However, Level 4 was amended to reduce the setback to this boundary.
2. The second amendment was lodged on the 22 November 2019, this amendment was lodged to correct the property address and formally include No. 2 Horscroft Place as part of the subject site.
3. The third amendment was lodged on the 20 February 2020, this amendment was lodged to respond to some of the concerns raised by objectors of the applications and include:
 - The basement carpark layout has been revised to now provide 6 visitor places in lieu of 3 previously, being adequate for the 34 apartment type dwellings.
 - The top levels of the apartment blocks have been altered to reduce their footprints to allow for a reduction in shadows to adjoining properties.
 - Shadow diagrams have been revised to present greater detail, including showing existing shadows from the existing 5700mm high industrial wall, along with detailed shadow area and POS calculations; and
 - The recently constructed pair of dwellings at 31 Gwenda Avenue have been included on the shadow impact diagrams.

6.0 PLANNING CONTROLS

Zone Overlay Particular Provisions	Rationale
37.08 – ACZ3	<p>The purpose of the Activity Centre under Clause 37.08 seeks:</p> <p><i>To encourage a mixture of uses and the intensive development of the activity centre:</i></p> <ul style="list-style-type: none"> • <i>As a focus for business, shopping, working, housing, leisure, transport and community facilities.</i> • <i>To support sustainable urban outcomes that maximise the use of infrastructure and public transport.</i> <p><i>To deliver a diversity of housing at higher densities to make optimum use of the facilities and services.</i></p> <p><i>To create through good urban design an attractive, pleasant, walkable, safe and stimulating environment.</i></p> <p><i>To facilitate use and development of land in accordance with the Development Framework for the activity centre</i></p> <p>The site is predominantly located within Precinct 4 pursuant to Schedule 3 of the ACZ which is nominated as the Parkside Contemporary Living.</p> <div style="text-align: center;">  </div> <p>The objectives Precinct 4 at section 5.4 of the Schedule are:</p>

- *Regenerate the precinct from industrial and restricted retail land uses to a contemporary mixed use environment with an office, residential and service focus.*
- *To discourage land use activities such as a Retail Premises that would undermine the retailing role of the Retail Core Precinct.*
- *To encourage well integrated apartment/office/community service opportunities with transitions in height down to adjoining residential areas.*
- *To encourage active frontages with community service uses along the South Road frontage.*
- *To strengthen the connectivity and walkability of the precinct to the retail core and public transport opportunities of the Moorabbin Activity Centre.*

The Schedule to the zone outlines specific requirement as follows:

- ***Building height (excluding basement): 5 storeys (17m) subject to land consolidation***
- ***Building Setback: Not specified***

There are also relevant precinct guidelines set out under section 5.4 of the schedule. Those relevant to the site are:

- *Develop landmark building outcomes in the precinct in key locations with high exposure to South Road and the Moorabbin Reserve.*
- *New development should provide a transition in height down to the existing heritage church to provide a buffer and retain view lines to the place.*
- *Create a new road through the precinct to provide east west links from the railway station to Linton Street reserve. Development should enable an east-west linkage from the Railway Station via Central Avenue to Moorabbin Reserve.*
- *Create active surveillance and pedestrian friendly interfaces from the precinct to Moorabbin Reserve.*

Assessment

The proposal is considered to be satisfactory when assessed against the above requirements as follows:

- The development allows for regeneration of this precinct to a residential living. The proposal is the first insertion of residential development within Horscroft Place.
- Whilst the proposal does not include any other additional uses, this outcome is considered appropriate given the additional opportunities within this precinct to provide for office or community services.
- The proposal includes a mix of built form outcomes that includes apartments and townhouses. This provides an efficient transition to the adjoining residential areas. This transition will be assessed in further detail later in this report (see clause 58).

- The provision of a basement parking and proposed dwellings within the frontage and adjacent to the future park provides opportunities for active frontages which would improve pedestrian links within the precinct and the centre.
- The future boundary as proposed would allow for an improved presentation of Healey Reserve to Horscroft Place by the widening of the sites frontage and providing a clear pedestrian link that would be visible from Linton Street and Healey Street.

Building height

Whilst the proposal is for the construction of apartment buildings comprising 5 levels, the overall height of the building exceeds the suggested height of 17m. More specifically apartment Block A reaches an overall height of 18.06m (excluding the services), a Block B a maximum height of 18m. The main reason is that the buildings include a façade treatment that results in a higher built form. It is noted that for the most part the buildings are less than 17m in height.



44.05 Special Building Overlay

A planning permit is required to construct or carry out Buildings or Works in a Special Building Overlay.

The application has been referred to the relevant floodplain/ drainage management authority (Melbourne Water) advised of no objection to the application subject to conditions which will be included on any permit issued. The SPPF and MSS objectives are satisfied by obtaining referral comments from the floodplain management authority.

52.06 Car parking

The following car parking rates apply:

- 1 space to each 1 or 2-bedroom dwelling
- 2 spaces to each 3 or more-bedroom dwelling

	<p>The proposal seeks approval for works or the construction of 42 dwellings comprising:</p> <ul style="list-style-type: none"> • 16, 3-bedroom dwellings (8 townhouses and 8 apartments) • 18, 2-bedroom dwellings • 8, 1- bedroom dwellings <p>This equates to a parking requirement of 56 spaces comprising:</p> <ul style="list-style-type: none"> ▪ 32 spaces for the 3-bedroom dwellings; ▪ 26 spaces for the 1 to 2-bedroom dwellings; <p>Amendment VC148 came into force by the State Government on 31 July 2018. This amendment, <i>inter alia</i>, revised certain public parking rates for sites within 400 meters of the Principle Public Transport Network, such as the Moorabbin railway station.</p> <p>As the subject site is located within PPTN the proposal the provisions of visitor spaces would not be applicable. However, it is noted that the application has been amended to provide 64 car parking spaces which results in a surplus of 6 spaces which have been nominated to be visitor spaces.</p> <p>Clause 52.06 – 8 Design standards including swept paths, splays, parking and access dimensions, headroom and ramp grades, are considered compliant as per the engineer’s comments.</p>
52.34 Bicycle Facilities	<p>The Permit Applicant has submitted a traffic assessment/report prepared by Salt³. The development requires a total of 12 bicycle spaces (8 residential plus 4 visitor), a total of 48 bike spaces as follows:</p> <ul style="list-style-type: none"> • 6 horizontal bike spaces on the ground floor, • 29 wall mounted bicycle spaces and • 13 bicycle spaces in the storage area for townhouses 1-13. <p>Based on the above, Council officers agree with the assessment that the provision of bicycle parking in this development exceeds the requirements of Clause 52.34. Further, that the dimensions of the car spaces accord with the requirements of the Bicycle Parking Victoria Handbook and A52890.3–2015, including requirement to provide a minimum of 20% of spaces as horizontal spaces as per A52890.3–2015</p>
58	Assessment provided below.
55	Assessment provided below.

General Provisions

- 6.1 The Decision Guidelines of **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

7.0 RELEVANT POLICIES

- 7.1 The Planning Policy Framework sets out the relevant state-wide policies for mixed-use development at **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage), **Clause 16** (Housing) and **Clause 17** (Economic Development). Essentially, the provisions within these clauses seek to achieve the fundamental objectives and policy outcomes sought by 'Plan Melbourne 2017-2050: Metropolitan Planning Strategy' (Department of Environment, Land, Water and Planning, 2017).
- 7.2 **Clause 11.02-1S (Supply of urban Land)** states that Planning Authorities should plan to accommodate projected population growth over at least a 15-year period, taking account of opportunities for redevelopment and intensification of existing urban areas as well consideration being had for environmental aspects, sustainable development and the costs associated with providing infrastructure. This clause states:
- Planning for urban growth, should consider:
 - *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
 - *Neighbourhood character and landscape considerations.*
- 7.3 **Clause 11.03-1S (Activity centres)** encourages the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community. It is also policy to encourage a diversity of housing types at higher densities in and around activity centres.
- 7.4 Additional emphasis is added to Activity Centres within **Metropolitan Melbourne** under **Clause 11.03-1R** which are nominated to support the bulk of the anticipated population growth by ensuring they:
- *Are able to accommodate significant growth for a broad range of land uses.*
 - *Are supported with appropriate infrastructure.*
 - *Are hubs for public transport services.*
 - *Offer good connectivity for a regional catchment.*
 - *Provide high levels of amenity*
- 7.5 **Clause 13.04-1S** aims to ensure that planning adopts a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Further, planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.
- 7.6 Council considers that the previous use of the land industrial use of the land and precinct require consideration of the environmental conditions of the land. A Preliminary Site Investigation dated 18 July 2018 by Greencap was submitted by the permit applicant which makes the following statements that:
- *It has two existing properties, number 4 and number 6. The number 6 property was divided into three separate warehouses. However, warehouse 1 was not accessible due to the tenant's refusal to grant access.*
 - *The site was generally covered with concrete surface.*
 - *Based on a review of historical information, prior to 1970, the site was used for agricultural purposes. In 1970, the site was subdivided and has subsequently been used*

as a light industrial area. The surrounding land was historically used for agricultural and low density residential land uses.

- *The potential for onsite contamination as a result of past activities and onsite sources include: historical use of machinery inside the buildings, potential for historical application of fertilizers and pesticides associated with agricultural activities, the storage of minor quantities of chemicals and a grease trap. However, these sources of contamination are considered to be of relatively low potential to generate significant impact to either soil or groundwater.*
- *Observations made during the site inspection of both internal buildings and external areas demonstrated an overall good site condition with only minor staining of a small area of the internal concrete surfaces, less than 1m².*
- *The concrete within the buildings was also in very good condition. Consequently, the potential for contamination to ground from historical activities within the existing buildings was considered low.*
- *As per the guidance provided in the General Practice Note, for a site that has a low potential for contamination and is proposed to be redeveloped for a sensitive land use, the level of further assessment necessary is considered to be C.*

7.7 The report also provides the following recommendations

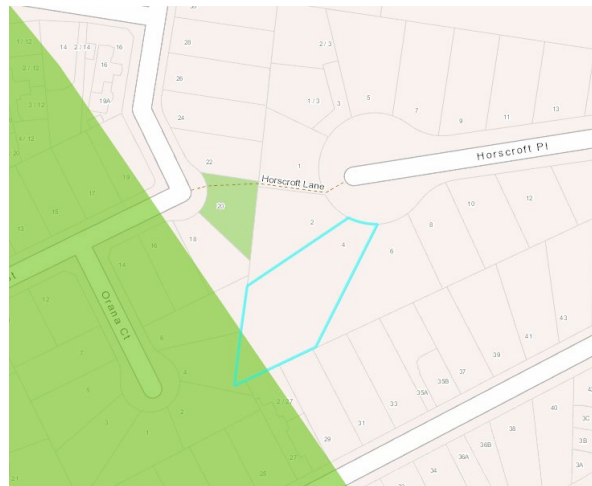
- *Soils, building materials and wastes produced by the proposed demolition should be disposed offsite in accordance with EPA Victoria Waste Guidelines.*
- *It is recommended that future development works are undertaken in accordance with a Construction Soil Management Plan, including a procedure for managing unexpected finds that may be encountered.*
- *Should structures at the site be proposed to be demolished, Greencap recommend that an asbestos and hazardous materials audit be undertaken prior to demolition in accordance with Victorian OHS Regulations 2017 concerning demolition (including refurbishment) where asbestos is present*

7.8 The above documents have been reviewed by Council officers and note that the PSI prepared by greencap explicitly states that access to all units have not been achieved and there is a chemical spill noticeable within the site. Given the proposal is for a residential development with 42 dwellings and there is some evidence of contamination, a condition would be required for provide additional justification to Council to address this matter (see conditions 22 to 27)

7.9 **Clause 15** (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

7.10 **Clause 15.01-1S** encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community, through good design. The provisions of **Clause 15.02-1S** promote energy and resource efficiency through improved building design, urban consolidation and promotion of sustainable transport. Council officers consider that the proposal fails to respond to the site's context, particularly in providing an appropriate transition to the low scale residential character abutting the rear boundary of the site.

7.11 Clause **15.03-2S (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance. Importantly, the Subject Land **is** identified in an area of Aboriginal Cultural Heritage Sensitivity.



- 7.12 However, the Permit Applicant has provided a CHPM 16183 prepared by Jen Burch and Emily Evans from Jem Archaeology which has been approved by the Acting Director of Heritage Services Aboriginal Victoria on the 21 December 2018. This approval was subsequently amended after amended plans were submitted.
- 7.13 **Clause 16.01 (Housing)** seeks to promote a housing market that meets community needs and is located in areas which offer good access to jobs, services and transport. **Clause 16.01-1R (Integrated Housing Metropolitan Melbourne)** Seeks to provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.
- 7.14 **Clause 16.01-2S (Location of residential development)** encourages higher density housing development on sites that are well located with respect to services, jobs and public transport. **Clause 16.01-2R (Housing Opportunities Areas Metropolitan Melbourne)** specifically requires consideration of population growth in locations that are considered major and neighbourhood activity centres, especially those with good public transport connections.
- 7.15 **Clause 18.02-4S (Car Parking)** seeks to ensure that the supply of car parking is appropriately located and designed. This clause promotes the efficient provision of car parking by consolidating parking facilities and also encourages good urban design practices to protect the local amenity and the amenity of pedestrians.
- 7.16 **Clause 17 (Economic Development)** strives to provide a strong and innovative economy with policy objectives focused on diversification, improving accessibility to employment opportunities, providing development that meets the community's needs for retail, entertainment, office and other commercial services.
- 7.17 The City of Kingston's MSS at **Clause 21.07 (Housing)** of the Kingston Planning Scheme, seeks to provide guidance to development in residential zoned land, mixed use zoned lands and land within activity centres. The Residential Land Use Framework Plan illustrates the range of housing outcomes sought across the City of Kingston.
- 7.18 Relevant objectives and strategies are contained at **Clause 21.07 Housing** which reinforce Planning Policy Framework relevant to housing, stressing the need to encourage urban consolidation in appropriate locations and to accommodate projected population increases. In reference to Activity Centres table 1 under objective 1 states that the preferred housing outcome for these areas is as follows:

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Increased role of activity centres in providing for housing at higher densities, particularly in the form of shop-top housing, apartments and mixed use developments.

- 7.19 **Clause 22.06 Residential Development Policy** extends upon the provision contained at **Clause 21.05** (Residential Land Use), relating to increased housing diversity areas, incremental housing change areas, minimal housing change areas, residential renewal areas and neighbourhood character. It provides design guidance on how new residential development should achieve architectural and urban design outcomes that positively respond to neighbourhood character.
- 7.20 This policy recommends that new well-designed multi dwelling housing be developed in locations accessible to public transport and activity centres to achieve an increase in housing diversity in these locations. The outcomes sought in these areas are to:
- Encourage increased residential densities and a wider diversity in housing types and sizes in areas which are within convenient walking distance of public transport and activity centres. These areas are identified for 'increased housing diversity' on the Residential Framework Plan within the MSS*
- 7.21 **Clause 22.20 – Stormwater Management** is applicable to the consideration of medium and large scale developments as specified within Table 1 of the policy. This clause seeks to improve the quality and reduce the impact of stormwater run-off, incorporate the use of WSUD principles in development and to ensure that developments are designed to meet best practice performance objectives.
- 7.22 Clause **22.23 Environmentally Sustainable Development (ESD)** policy applies to the consideration of residential development of 3 or more dwellings (refer to Table 1 – ESD Application requirements). As required, the application for planning permit was accompanied by a Sustainable Design Assessment Further, the ESD assessment was referred to Council's ESD officer who has advised of no objection to the proposal.

INTERNAL REFERRALS

Department / Area	Comments / Rationale / Recommended Conditions
Council's Vegetation Management Officer	No objection raised, subject to conditions included on any permit issued relating the protection of the existing street tree. A further assessment is provided within the table of Clause 58 (see condition 1 o)
Council's Development Engineer	No objection raised, subject to conditions included on any permit issued relating to stormwater management and water sensitive urban design (see conditions 6 to 11).
Roads and Drains	No objection raised, subject to conditions included on any permit issued relating to the crossover/footpath design and the council road network (see condition 1.e.).
Traffic Engineer	No objection raised, a condition is suggested to reduce the width of the vehicle crossing to 6m for pedestrian safety (see condition 1.d.)
Council's Waste management Officer	No objection raised, and no conditions required.
Sustainable Design Officer	No objection raised, subject to conditions requiring an updated SMP/application drawings. The officer provided the following comments: <i>The application almost meets Council's expectations in relation to ESD for a development of this scale. Alterations to the report and application drawings</i>

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	<p><i>need to be undertaken before the application can be deemed to meet Council's ESD standards. Items to be addressed are outlined below:</i></p> <p><u>Energy 4.2 Renewable energy systems – Solar</u> <i>The report states that a 14kWp photo-voltaic system will be installed in the project however a review of the plans does shows a system that does not appear to be of the right size. Update the application drawings to show and notate the proposed system location and its size.</i></p> <p><u>IEQ 3.1 Thermal comfort - Double Glazing</u> <i>Energy ratings indicate that only some of the glazing is double glazing. Commit to providing double glazing (or better) to all living areas and bedrooms in the report, otherwise amend BESS assessment to NO.</i></p> <p><u>Urban Ecology 2.4 Private Open Space - Balcony / Courtyard Ecology</u> <i>To claim this credit, provide additional notes on the drawings and in the report which shows that each dwelling's private open space area either a balcony or courtyard will be provided with an external tap and floor waste.</i></p> <p>Updated plans and SMP will be required via permit conditions (see condition 1.m. and condition 19)</p>
Council's Urban Design Officer	<p>Who advised that the proposal is supported from a Design Perspective as follows:</p> <ul style="list-style-type: none"> • <i>The overall scale is acceptable, site amalgamation ensures that the proposed development complies with the scale for the site entertained in the Planning Scheme and the inclusion of townhouses provides a transition in scale within the development, down to 3 stories, at the sensitive southern interface.</i> • <i>Offsite amenity impacts, shadows and overlooking, are well managed by the development and fall within what is permitted and expected in an Activity Centre fringe location.</i> • <i>The presentation to the public realm is positive - to both Horscroft Place and to the proposed park.</i> • <i>The internal courtyard is generally well resolved and creates the potential for a range positive (private / communal) spaces to develop</i> • <i>The configuration of the development ensures a diverse range of dwelling types across the development. The inclusion of pure apartments, many generously proportioned, pure townhouses and maisonette apartments (addressing the park) is a great contribution to dwelling diversity.</i> • <i>It is clear that internal amenity for future occupants has been a consideration throughout the design development for this proposal. The use of privacy screening and highlight windows has been minimised by careful configuration of blocks and placement of windows, they are only used on secondary outlooks.</i>

EXTRERNAL REFERRALS

Department	Section 52/55	Comments
Melbourne Water	55	<p>Melbourne water is a determining Authority due to the location of the site in a Special Building Overlay. Melbourne Water does not object to the proposal subject to conditions (See conditions 13 to 18), as follows:</p> <p><i>1. The dwellings & offices must be constructed with finished floor levels set no lower than 30.82 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 30.52m to AHD.</i></p>

2. The basement car park to the entry/exist to have a apex set no lower than 30.82 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 30.52m to AHD. The basement to be tanked / all doors, windows & vents to be set 300mm above the applicable flood level to AHD.
3. The buildings must be setback a minimum of 1.0 metres from the eastern boundary of the site for the conveyance of flood flow. This setback must be maintained at natural surface level and no fill or retaining walls are permitted within this setback.
4. The hard waste storage area, bike storage areas and external storage units must be constructed with finished floor levels set no lower than 30.67 metres to AHD, which is 150mm above the applicable flood level of 30.52 metres to AHD.
5. Imported fill must be kept to a minimum on the property and only be used for the sub floor areas of the dwellings, driveway ramps.
6. Any new fence/gates, including internal fencing, must be of an open style of construction (minimum 50% open) to allow for the passage of overland flows.
7. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

8.0 OBJECTIONS

8.1 Following the commencement of advertising, 20 objection(s) to the proposal were received. The valid grounds of objection raised are summarised as follows:

- Traffic congestion / Car parking concerns
- Scale / Bulk / Neighbourhood character
- Loss of privacy and overlooking
- Overshadowing
- Noise
- Drainage
- Security

8.2 The following objections raised are not planning considerations:

- Loss of views
- Devaluation of property
- Acquisition of the reserve
- Boundary alignment concerns

9.0 PLANNING CONSULTATION MEETING

9.1 A planning consultation meeting was held on 30 January 2020 with the relevant Planning Officer, the Permit Applicant and eight (8) objectors in attendance. The above-mentioned issues were discussed at length.

9.2 The above concerns were unable to be resolved at the meeting, and the objections still stand.

10.0 PLANNING CONSIDERATIONS:

Particular Provisions

CLAUSE 55 (RESCODE ASSESSMENT)

10.1 Pursuant to the requirements of **Clause 37.08-9 of The Activity Centre Zone** the objectives, standards and decision guidelines of **Clause 55** are only applicable to developments that do not comprise apartment buildings.

“The objectives, standards and decision guidelines of Clause 54 and Clause 55. This does not apply to an apartment development”.

10.2 Whilst the proposal comprises apartment buildings, the townhouse component of the proposal extending along the southern boundary has been assessed against the objectives and standards of **Clause 55** (ResCode) of the Kingston Planning Scheme (refer to table below).

10.3 **Clause 55** requires that a development **must** meet all of the objectives, and all of the standards of this clause **should** be met. Variations to the standards are able to be considered where it is determined that the overall objective is met.

10.4 The table below provides a detailed discussion, where relevant, for any standards where concessions are sought. Overall, it is noted that the application achieves a high level of compliance with the ResCode provisions, with only minor variations sought, specifically two (2) of the thirty-three (33) ResCode standards.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
<p>Clause 55.02-1 Neighbourhood Character objectives</p> <ul style="list-style-type: none"> ▪ To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character. ▪ To ensure that development responds to the features of the site and the surrounding area. 	<p>Standard B1</p> <ul style="list-style-type: none"> ▪ The design response must be appropriate to the neighbourhood and site. ▪ The proposed design must respect the existing or preferred neighbourhood character and respond to site features. 	<p>Complies with standard & meets objective</p>
Assessment:		

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The subject site is located within the Moorabbin Activity Centre, more specifically at the edge between precincts 4 (Parkside Contemporary Living) and the General Residential Zone (Schedule 2) which extends along Gwenda Avenue and Orana Court.

Whilst the precinct encourages the redevelopment of this area for apartment buildings with a height up to 5 storeys, one of the objectives to be achieved requires development within the precinct to provide a transition in height down to adjoining residential areas.

In this instance the proposal includes two apartment building towers to the north and a row of townhouses to the south to respond to the objectives of the precinct and also to the residential character found in Gwenda Avenue and Orana Court

The proposed townhouses respond to the preferred character for Activity Centre zone by:

- Meeting the preferred design standards under Schedule 3 of 5 storeys. Whilst a section of apartment buildings exceeds the numerical height of 17m this response is considered appropriate and will be further assessed under the table at Clause 58.
- A three-storey scale, consistent with the allowable three storey scale under the general residential zone adjacent to the south and west.
- A recessive third level from side and rear boundaries, integrating the development with the existing lower scale to the side and rear
- The row of townhouses has been provided with a building break of 2.4m in width located centrally within the site immediately opposite to No.31 Gwenda Avenue.

<p>Clause 55.02-2 Residential Policy objectives</p> <ul style="list-style-type: none"> • To ensure that residential development is provided in accordance with any policy for housing in the MPS and the PPF. • To support medium densities in areas where development can take advantage of public transport and community infrastructure and services. 	<p>Standard B2</p> <ul style="list-style-type: none"> ▪ An application must be accompanied by a written statement that describes how the development is consistent with relevant housing policy in the PPF & MPS 	<p>Complies with standard & meets objective</p>
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Assessment: See assessment in policy section of the report.

<p>Clause 55.02-3 Dwelling Diversity objective</p> <p>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>Standard B3</p> <p>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:</p> <ul style="list-style-type: none"> ▪ Dwellings with a different number of bedrooms. ▪ At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level. 	<p>Complies with standard & meets objective</p>
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Assessment: The proposal includes a range of dwelling sizes, floor areas and living arrangements and achieves adequately dwelling diversity.

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<p>Clause 55.02-4 Infrastructure objectives</p> <ul style="list-style-type: none"> ▪ To ensure development is provided with appropriate utility services and infrastructure. ▪ To ensure development does not unreasonably overload the capacity of utility services and infrastructure. 	<p>Standard B4</p> <ul style="list-style-type: none"> ▪ Connection to reticulated services/sewerage, electricity, gas and drainage services ▪ Capacity of infrastructure and utility services should not be exceeded unreasonably ▪ Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists 	<p>Complies with standard & meets objective subject to conditions</p>
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Assessment: It is recommended that suitable conditions be included in any permit issued to address infrastructure considerations including the preparation of stormwater management plans (see conditions 6 to 11)

<p>Clause 55.02-5 Integration with the street objective</p> <ul style="list-style-type: none"> ▪ To integrate the layout of development with the street. 	<p>Standard B5</p> <ul style="list-style-type: none"> ▪ Provides adequate vehicle and pedestrian links that maintain or enhance local accessibility. 	<p>Complies</p>
	<ul style="list-style-type: none"> ▪ Development oriented to front existing/proposed streets 	<p>Complies</p>
	<ul style="list-style-type: none"> ▪ High fencing in front of dwellings should be avoided if practicable. 	<p>Complies</p>
	<ul style="list-style-type: none"> ▪ Development next to existing public open space should be laid out to complement the open space. 	<p>N/A</p>

Assessment: Each townhouse includes a readily identifiable entry point presented along the communal area within the ground level. This response allows for the Townhouses to adequately integrate with the overall development.



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<p>Clause 55.03-1 Street setback objective</p> <ul style="list-style-type: none"> ▪ To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site. 	<p>Standard B6</p> <p>Walls of buildings should be set back from streets:</p> <ul style="list-style-type: none"> ▪ If no distance is specified in a schedule to the zone, the distance specified in Table B1 <p>Required: N/A</p>	<p>N/A</p>
<p>Assessment: As the assessment of this clause is only relevant to the Townhouse component and they have no setback to the street. It is considered that the requirements are not applicable.</p>		
<p>Clause 55.03-2 Building height objective</p> <ul style="list-style-type: none"> ▪ To ensure that the height of buildings respects the existing or preferred neighbourhood character. 	<p>Standard B7</p> <p>Maximum: 5 storeys 17m Proposed: 9.9 metres to roof parapet and 3 storeys for the townhouses</p>	<p>Complies with the standard & meets objective</p>
<p>Assessment: The proposed Townhouses comprise 3 storeys and a maximum building height of 9.9m. The proposal meets the heights parameters specified in the ACZ. It is also noted that the proposed maximum height associated with the Townhouses of 9.9m would also meet the height requirements of the GRZ adjacent to the south and west of 11m. Any future development within the residential area could be higher than the proposed built form on the subject site.</p>		
<p>Clause 55.03-3 Site Coverage objective</p> <ul style="list-style-type: none"> ▪ To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site. 	<p>Standard B8</p> <p>Maximum: GRZ2 – 60%</p>	<p>Complies with the standard & meets objective</p>
<p>Assessment: The proposal achieves a site coverage statistic of 52.16%, less than the preferred maximum coverage.</p>		

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<p>Clause 55.03-4 Permeability & stormwater management objectives</p> <ul style="list-style-type: none"> ▪ To reduce the impact of increased stormwater run-off on the drainage system. ▪ To facilitate on-site stormwater infiltration. ▪ To encourage stormwater management that maximises the retention & reuse of stormwater 	<p>Standard B9</p> <p>At least: 20%</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: The permeability figure proposed (24.9%) exceeds the minimum permeability Standard and adequately reduces the potential impact of stormwater run-off.</p>		
<p>Clause 55.03-5 Energy Efficiency objectives</p>	<p>B10 Energy Efficiency</p> <p>Achieve and protect energy efficient dwellings and residential buildings.</p> <p>Ensure orientation and layout reduces fossil fuel energy use and makes appropriate use of daylight and solar energy.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: The proposed dwellings have been oriented to make appropriate use of the solar energy.</p>		
<p>Clause 55.03-6 Open Space objective</p>	<p>B11 Open Space</p> <p>Integrate layout of development with any public and communal open space provided in or adjacent to the development.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: The site at No.2 Horscroft Place shares a rear boundary with the Healey Street Park. Council planning officers have been advised that Council is intended to extend the existing Healey Street Park into Horscroft Place to provide for a broad, landscaped pedestrian connection into what is currently a cul-de-sac. Therefore, the subject site will be adjoining this park. Whilst the Townhouses do not have a direct interface with the future park, access is provided via a central corridor. Therefore, it is considered that the design allows for an appropriate integration of the Townhouses with this space. Landscape conditions are recommended to improve the interface with the park.</p>		
<p>Clause 55.03-7 Safety objectives</p> <ul style="list-style-type: none"> ▪ To ensure the layout of development provides for the safety and security of residents and property. 	<p>Standard B12</p> <p>Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways.</p> <p>Planting should not create unsafe spaces along streets and accessways</p> <p>Good lighting, visibility and surveillance of car parks and internal accessways should be achieved.</p> <p>Private spaces should be protected from inappropriate use as public thoroughfares.</p>	<p>Complies with standard & meets objective subject to condition</p>
<p>Assessment: The proposal provides an acceptable level of consideration for safety & security of residents. In part, this is evidenced by the highly visibly, identifiable & attainable shared dwelling entry and communal area within the front.</p> <p>For further improvements to the safety and security of residents and property, a condition on any permit issued is recommended that:</p> <ul style="list-style-type: none"> a) provision of a security door/gate to the basement car parking; b) provision of information regarding visitor access to the basement 		

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<p>Clause 55.03-8 Landscaping objectives</p> <ul style="list-style-type: none"> ▪ To encourage development that respects the landscape character of the neighbourhood. ▪ To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. ▪ To provide appropriate landscaping. ▪ To encourage the retention of mature vegetation on the site. 	<p>Standard B13 In summary, landscape layout & design should:</p> <ul style="list-style-type: none"> ▪ Protect predominant landscape features of the neighbourhood. ▪ Take into account the soil type and drainage patterns of the site. ▪ Allow for intended vegetation growth and structural protection of buildings. ▪ Provide a safe, attractive and functional environment for residents. <p>In summary, development should:</p> <ul style="list-style-type: none"> ▪ Provide for the retention or planting of trees, where these are part of the character of the neighbourhood. ▪ Provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. ▪ Specify landscape themes, vegetation (location and species), paving and lighting. 	<p>Complies with standard & meets objective subject to condition</p>
<p>Assessment: Council's VMO supports proposed landscaping associated with the townhouses. Subject to conditions (see conditions 1.p.) Additional comments of the overall landscaping strategy are provided under the assessment against clause 58.</p>		
<p>Clause 55.03-9 Access objective</p> <ul style="list-style-type: none"> ▪ To ensure the number and design of vehicle crossovers respects the neighbourhood character. 	<p>Standard B14 The width of accessways or car spaces should not exceed:</p> <ul style="list-style-type: none"> ▪ 33 per cent of the street frontage, or ▪ if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage. 	<p>Complies</p>
	<p>No more than one single-width crossover should be provided for each dwelling fronting a street.</p>	<p>Complies</p>
	<p>The location of crossovers should maximise the retention of on-street car parking spaces.</p>	<p>Complies</p>
	<p>The number of access points to a road in a Road Zone should be minimised.</p>	<p>N/A</p>
	<p>Access for service, emergency and delivery vehicles must be provided.</p>	<p>Complies</p>
<p>Assessment: The proposal would result in the rationalization of existing vehicle access to the site by providing one single crossing in lieu of the 3 jointed crossings that exists on site.</p> <p>For clarity, conditions are recommended to:</p> <ul style="list-style-type: none"> d) the crossing to be a maximum of 6m in length for safety reasons e) show the crossing to be constructed at 90-degree alignment with the kerb at horscroft place and all internal driveways to align. 		

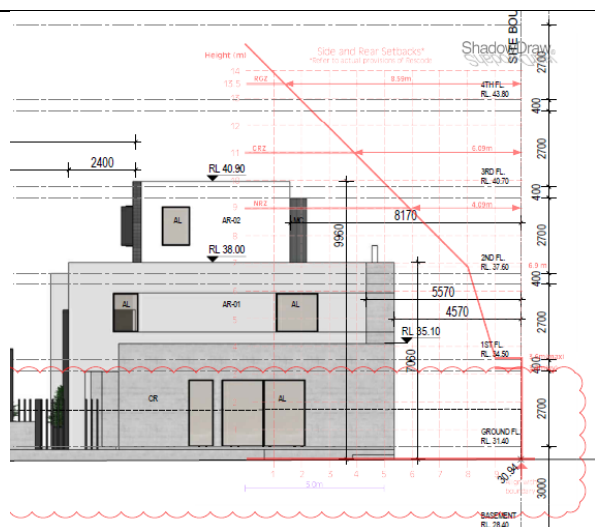
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<p>Clause 55.03-10 Parking location objectives</p> <ul style="list-style-type: none"> ▪ To provide convenient parking for resident and visitor vehicles. ▪ To protect residents from vehicular noise within developments 	<p>Standard B15 Car parking facilities should:</p> <ul style="list-style-type: none"> ▪ Be reasonably close and convenient to dwellings and residential buildings. ▪ Be secure. ▪ Be well ventilated if enclosed. <p>Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</p>	<p>Complies with standard & meets objective subject to condition</p>
<p>Assessment: The proposal raises no concern with respect to the layout of on-site car parking. Conditions on any permit issued are recommended to include:</p> <ul style="list-style-type: none"> f) car parking be adequately mechanically ventilated with any flue integrated into the building design and away from neighbouring properties; 		
<p>Clause 55.04-1 Side and rear setbacks objective</p> <ul style="list-style-type: none"> ▪ To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. 	<p>Standard B17 A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:</p> <ul style="list-style-type: none"> ▪ 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. 	<p>Complies with standard & meets objective</p>
<p>Assessment: The proposed townhouses have been designed to achieve a minimum setback from the southern boundary of 4.57m and 5.5m from the western boundary.</p> <p>The proposal limits the impact on the amenity of existing dwellings and avoids the perception of visual bulk by the following:</p> <ul style="list-style-type: none"> ▪ Side and rear setbacks are respectful of the neighbourhood character and exceed the Standard, consistent with the preferred outcome sought under the Activity Centre. ▪ Deep, obvious rebates into the building provide adequate visual relief to side and rear elevations, increasing the rear upper floor setback between 6 to 8 metres ▪ Amenity impacts are limited to adjoining properties by virtue of the generous rear setbacks, fully detached from side boundaries and a high level of architectural detailing. ▪ A recessive third level from side and rear boundaries, integrating the development with the prevailing lower scale 		

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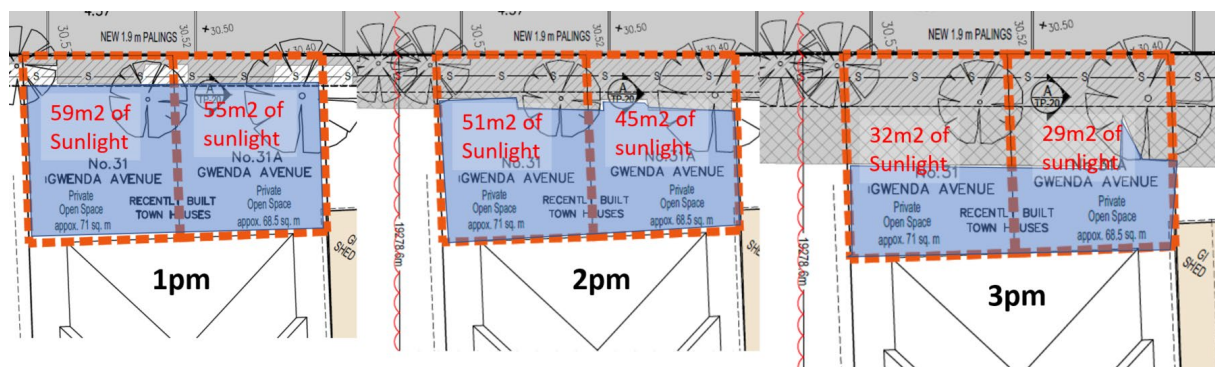
<p>Clause 55.04-2 Walls on boundaries objective</p> <ul style="list-style-type: none"> To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. 	<p>Standard B18 A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not about the boundary:</p> <ul style="list-style-type: none"> 10 m plus 25% of the remaining length of the boundary of an adjoining lot, or Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater. 	<p>N/A</p>
<p>Assessment: No walls on boundaries proposed.</p>		
<p>Clause 55.04-3 Daylight to existing windows objective</p> <ul style="list-style-type: none"> To allow adequate daylight into existing habitable room windows. 	<p>Standard B19 Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3m² and minimum dimension of 1m clear to the sky.</p> <p>Walls or carports more than 3m in height opposite an existing habitable room window should be set back from the window at least 50% of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.</p>	<p>Complies</p> <p>Complies</p>
<p>Assessment: There are no walls proposed within 1m of any boundaries within</p>		
<p>Clause 55.04-4 North facing windows objective</p> <ul style="list-style-type: none"> To allow adequate solar access to existing north-facing habitable room windows. 	<p>Standard B20 Buildings should be setback 1m if an existing HRW is within 3m of the abutting lot boundary (add 0.6m to this setback for every metre of height over 3.6m & add 1m for every metre of height over 6.9m)</p>	<p>N/A</p>
<p>There is a section of the building adjacent to habitable room windows associated with No.36A Gwenda Avenue. However, the walls associated with the townhouse would not affect these windows. There are no additional windows within proximity within the southern boundary.</p>		

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<p>Clause 55.04-5</p> <p>Overshadowing open space objective</p> <ul style="list-style-type: none"> ▪ To ensure buildings do not significantly overshadow existing secluded private open space 	<p>Standard B21</p> <p>Where sunlight to the SPOS of an existing dwelling is reduced, at least 75%, or 40m² with min. 3m, whichever is the lesser area, of the SPOS should receive a min of 5hrs of sunlight btw 9am & 3pm on 22 September.</p> <p>If existing sunlight to the SPOS of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.</p>	<p>Fails to comply with the standard however a variation is considered appropriate</p>
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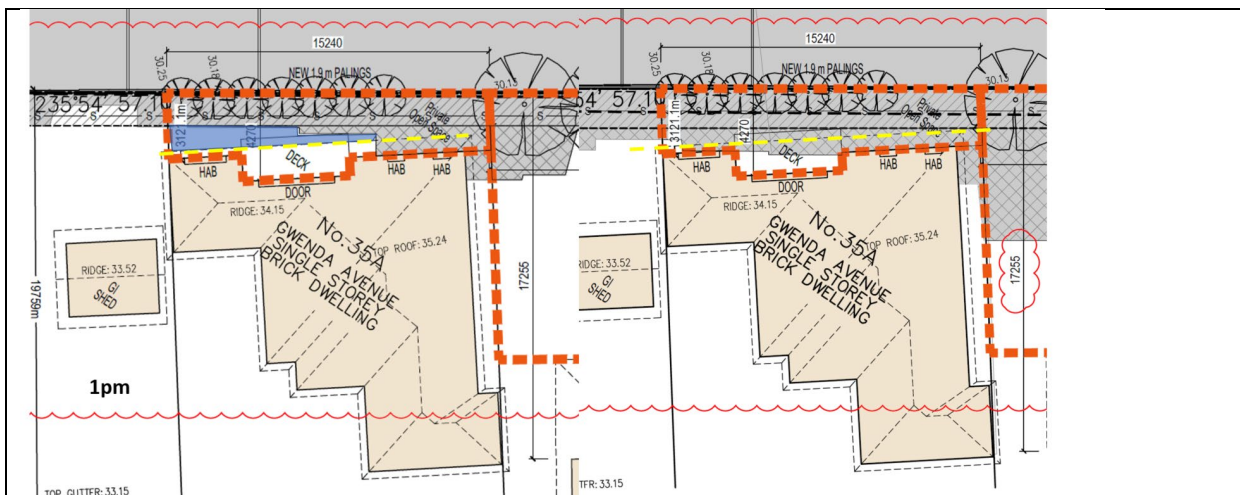
Assessment: It has been demonstrated that the shadows generated by the Townhouse would fall onto the subject site and travel across neighbouring properties to an extent where generally there would not be a significant impact or reduction of sunlight to existing secluded POS. The minimum standard of 5 hours to existing secluded POS between 9am and 3pm when measured on the equinox will be achieved. However, the proposed townhouses would result in additional shadows within the following properties:

No. 31 and No. 31A Gwenda Avenue, whilst in the afternoon the SPOS associated with these dwellings would receive some shadows generated by the proposed Townhouses the proposal would still achieve compliance as a minimum of 5 hours of sunlight between 9am and 2pm will be provided to areas greater than 40m². At 3pm the area will be reduced to less than 40m²



No. 35A Gwenda Avenue. It is noted that currently the fence shadows would make this SPOS non-compliant at 1pm. Between the shadows cast by the fence and the eave/verandah associated with this dwelling the area that receives sunlight is approximately 5m² and with a minimum dimension of 1m (shown in blue below) the additional area would be less than 1m has not been calculated. The proposal would cast additional shadows at 2pm which will then cover this area completely.

When assessing the proposal and considering the purpose of the ACZ it appears that this dwelling is an anomaly as it would limit the possibility of achieving the strategic outcomes sought by this Zone. The development appears to have been constructed around 2010-2011 prior to the amendment C121 which approved the rezoning of Horscroft Place as an ACZ. The permit applicant has prepared a sectional shadow diagram which indicate that the shadows are predominantly generated by the second storey of the townhouse. Whilst the proposal would only ensure access to sunlight between 9am and 1pm falling short of the 5 hours required by the standard, it is considered that the impact of the proposal is acceptable as the area affected is only a total of 5m² with a minimum dimension of 1m which should not significantly affect the existing use of the existing secluded private open space.



An assessment of the shadows generated by the apartments will be provided under clause 58.

<p>Clause 55.04-6 Overlooking objective</p>	<p>Standard B22 A HRW, balcony, terrace, deck or patio should be located & designed to avoid direct views into the SPOS of an existing dwelling within 9m (refer to clause for exact specifications). Where within it should be either:</p> <ul style="list-style-type: none"> ▪ Offset a minimum of 1.5m from the edge of one window to the edge of the other. ▪ Have sill heights of at least 1.7m above floor level. ▪ Have fixed, obscure glazing in any part of the window below 1.7m above floor level. ▪ Have permanently fixed external screens to at least 1.7m above floor level & be no more than 25% transparent. 	<p>Complies with standard & meets objective subject to condition</p>
<p>▪ To limit views into existing secluded private open space and habitable room windows.</p>	<p>Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.</p>	<p>Complies</p>
<p>Assessment: All HRW or balconies with an unobstructed view within 9 metres of an existing HRW or secluded POS appear to be screened according to the standard, although plans should be clearer. This can be addressed by suitable conditions as set out below.</p> <p>South West Whilst there is a 1.9m high fence located along the south west boundary it appears that this fence would not be enough to reduce direct views to adjoining properties from HRW, terraces and communal areas at ground level as shown below. This is issue is of concern given the FFL of the dwellings would sit higher than NGL affording opportunities for downward views to adjoining open spaces on Orana Court. A condition will be required to ensure this is resolved (see below).</p>	<p>Screens used to obscure a view should be:</p> <ul style="list-style-type: none"> ▪ Perforated panels or trellis with a maximum of 25% openings or solid translucent panels. ▪ Permanent, fixed and durable. ▪ Designed and coloured to blend in with the development. 	<p>Complies</p>

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In addition there are windows associated with townhouse 8 at second and third level however it is considered that these windows do not require screening as they are located more than 9m from any adjacent SPOS as demonstrated below.



Along the south east elevation windows and doors appear to a condition will be required to indicate that doors are not translucent.



TOWNHOUSES & BLOCK A - PROPOSED SOUTH EAST ELEVATION

SCALE: 1:100 @ A1

In order to clearly demonstrate compliance as required above, conditions are recommended for:

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<p>g) the habitable room window, balcony, terrace, deck or patio of dwellings at ground level of townhouses and apartments designed in accordance with Clause 55.04-6 (Standard B22) of the Kingston Planning Scheme, to prevent overlooking to adjoining properties to the south west (side) and south east (rear);</p> <p>h) a notation to state that doors associated with Townhouses and Block A are provided with fixed obscured glazing (no more than 25% transparent and unopenable)</p> <p>i) details of the proposed screening devices to be nominated on elevation plans;</p>		
<p>Clause 55.04-7 Internal views objective</p> <ul style="list-style-type: none"> ▪ To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development. 	<p>Standard B23 Windows and balconies should be designed to prevent overlooking of more than 50% of the SPOS of a lower-level dwelling or residential building directly below and within the same development.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: no unreasonable internal overlooking will occur.</p>		
<p>Clause 55.04-8 Noise impacts objectives</p>	<p>Standard B24 Protect residents from external noise and contain noise sources in developments that may affect existing dwellings.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: It is unlikely that the proposed residential development would result in any unreasonable noise levels that may affect existing dwellings. Further, any noise created as a result of this proposal can be directly attributed to typical residential noises associated with typical residential land use.</p>		
<p>Clause 55.05-1 Accessibility objective</p>	<p>Standard B25 Consider people with limited mobility in the design of developments.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: Access can be provided for people with limited mobility.</p>		
<p>Clause 55.05-2 Dwelling entry objective</p>	<p>Standard B26</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: The proposed dwelling entries/porches are visible from the internal courtyard and provide shelter, a sense of personal address and a transitional space around the entry.</p>		
<p>Clause 55.05-3 Daylight to new windows objective</p> <ul style="list-style-type: none"> ▪ To allow adequate daylight into new habitable room windows. 	<p>Standard B27 HRW should be located to face:</p> <ul style="list-style-type: none"> ▪ Outdoor space clear to the sky or a light court with a minimum area of 3m² and min. dimension of 1m clear to the sky or ▪ Verandah provided it is open for at least 1/3 of its perimeter, or ▪ A carport provided it has 2 or more open sides and is open for at least 1/3 of its perimeter. 	<p>Complies with standard & meets objective</p>
<p>Assessment: The proposed windows are sited appropriately to achieve adequate solar access and natural daylight into habitable rooms.</p>		

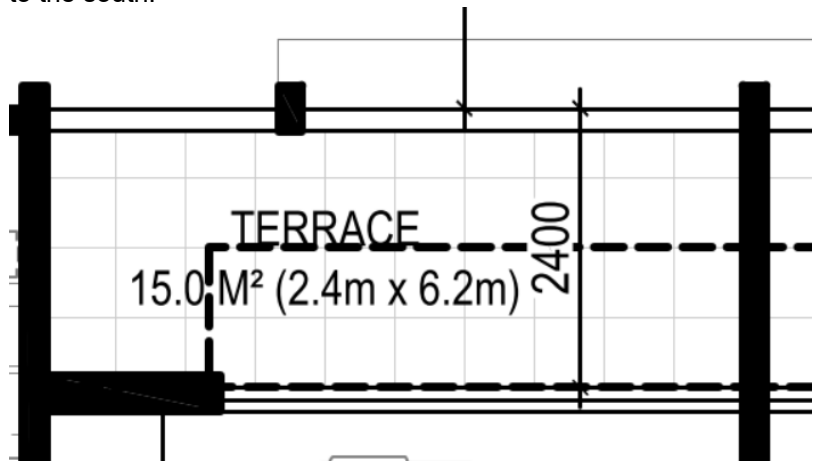
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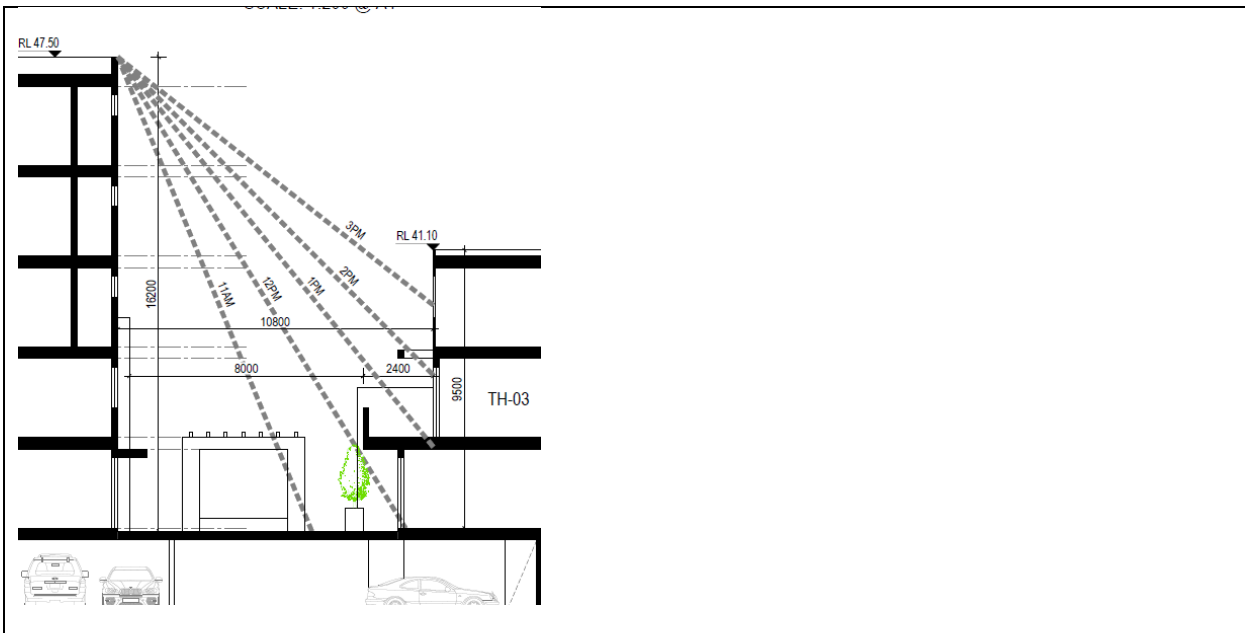
<p>Clause 55.05-4 Private open space objective</p> <ul style="list-style-type: none"> To provide adequate private open space for the reasonable recreation and service needs of residents. 	<p>Standard B28</p> <p>A dwelling or residential building should have POS consisting of:</p> <ul style="list-style-type: none"> An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential building with a minimum area of 25 square metres, a minimum dimension of 3 metres and convenient access from a living room, or A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room, or A roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room. 	<p>Complies with standard & meets objective</p>
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Assessment: All Townhouses have been provided with adequate POS that meets the area and dimension requirement by way of balconies/terraces at first floor with direct access from a living room comprising a total area of 15m². Townhouse 8 has been provided with a terrace at ground level comprising an area in excess of 40m². A secondary service yard has been provided for all townhouses to the south.



<p>Clause 55.05-5 Solar Access to Open Space</p> <ul style="list-style-type: none"> To allow solar access into the secluded private open space of new dwellings and residential buildings. 	<p>Standard B29</p> <p>The private open space should be located on the north side of the dwelling or residential building, if appropriate.</p> <p>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least $(2 + 0.9h)$ metres, where 'h' is the height of the wall.</p>	<p>Complies with standard & meets objective</p> <p>Fails to comply with the standard however a variation is considered appropriate</p>
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Assessment: Whilst the proposed Townhouses comprise service yards located to the rear, each townhouse also includes balconies facing north. An assessment of the impact generated from the Tower B has been provided and it indicates that the balconies would receive sufficient sunlight during the day up until 2pm. It is considered that the balconies are still useable and given the circumstances of the sites location and applicable controls the proposal achieves an acceptable outcome.



Clause 55.05-6 Storage objective	Standard B30 Provide adequate storage facilities for each dwelling.	Complies with standard & meets objective
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Assessment: 6m3 of storage has been indicated for each townhouse within the basement plan.

Clause 55.06-1 Design Detail objective <ul style="list-style-type: none"> ▪ To encourage design detail that respects the existing or preferred neighbourhood character 	Standard B31 The design of buildings, including: <ul style="list-style-type: none"> ▪ Facade articulation and detailing ▪ Window and door proportions, ▪ Roof form, and ▪ Verandahs, eaves and parapets, should respect the existing or preferred neighbourhood character. Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.	Complies with standard & meets objective
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Assessment: Design detail is considered satisfactory and includes timber and metal cladding on a rendered base. Additional architectural features are clearly expressed and provide a consistent and visually interesting design that respects the preferred character which generally seeks developments of high architectural merit.

Clause 55.06-2 Front fences objective <ul style="list-style-type: none"> ▪ To encourage front fence design that respects the existing or preferred neighbourhood character. 	Standard B32 The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.	N/A
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Assessment: no front fence proposed.

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<p>Clause 55.06-3 Common property objectives</p> <ul style="list-style-type: none"> ▪ To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. ▪ To avoid future management difficulties in areas of common ownership. 	<p>Standard B33 Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: Where common property is proposed, it is functional, well-designed and capable of efficient management through an owner's corporation arrangement.</p>		
<p>Clause 55.06-4 Site services objectives</p> <ul style="list-style-type: none"> ▪ To ensure that site services can be installed and easily maintained. ▪ To ensure that site facilities are accessible, adequate and attractive. 	<p>Standard B34 Dwelling layout and design should provide sufficient space and facilities for services to be installed and maintained efficiently and economically.</p> <p>Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: Bin/recycling enclosures have been nominated on the respective plans and located appropriately. Mailboxes are shown within the building although appear to be conveniently located.</p>		

11.0 CLAUSE 58 – APARTMENT DEVELOPMENTS

11.1 Pursuant to the requirements of **Clause 37.08-9 of The Activity Centre Zone** the objectives, standards and decision guidelines of **Clause 58** are only applicable to developments apartment developments.

“For an apartment development, the objectives, standards and decision guidelines of Clause 58”.

11.2 Clause 58 is relevant for developments that seek to construct or extend an apartment development of five (5) or more storeys (excluding a basement). The proposal must meet the objectives set out under this clause and should meet the standards.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
Clause 58 – URBAN CONTEXT		
<p>Clause 58.02-1 Urban context objectives</p>	<p>Standard D1</p> <p>The design response must be appropriate to the urban context and the site.</p> <p>The proposed design must respect the existing or preferred urban context and respond to the features of the site.</p>	<p>Complies with standard & meets objective</p>

To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.

To ensure that development responds to the features of the site and the surrounding area.

Assessment:

As previously mentioned the subject site is located at the edge between precincts 4 (Residential Park Living) of the Moorabbin Activity Centre and the General Residential Zone which extends along Gwenda Avenue and Orana Court. Whilst there is only a suggested height control of 5 storeys (17m) within this precinct, there is a mandatory height control of 11m within the general residential zone.

One of the objectives to be achieved within precincts is to provide an acceptable transition down to the residential areas. The permit applicant has prepared an Urban Context Analysis and Design Response which provides a description of the strategic location of the site. This report indicates that the site benefits for a well services location and is located within walking distance to the commercial area of Moorabbin and associated public transport facilities to the west. The site is also conveniently located within close proximity to Moorabbin Reserve and Holmesglen TAFE and secondary and primary schools.



Officers consider that the submitted Urban Context report appropriately describes how the proposed development achieves an appropriate transition to the residential interface and provide appropriate design response and building type for the subject site. Whilst the proposal has been further amended to improve its response to the adjoining properties the Urban Context report appropriately identifies the Key elements to respond within this precinct. The proposed apartment buildings are considered appropriate as follows:

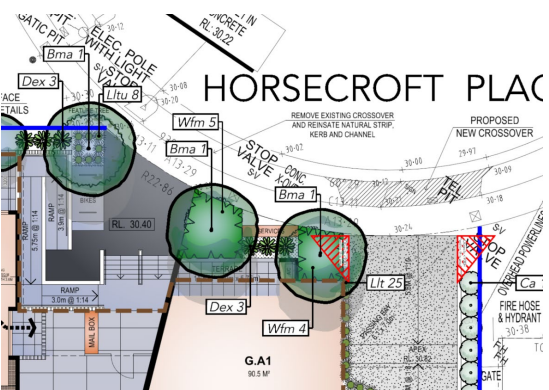
- The proposal seeks the consolidation of land which meets the land configuration objectives under the ACZ which encourage land consolidation to create viable development sites and optimal development of the centre. The future boundary realignment with No.2 Horscroft is considered to be beneficial as it will provide for a more efficient layout which allows an improved presentation to the street and reduces unsafe spaces within the future reserve.
- The proposal achieves a height of 5 storeys as suggested by the precinct requirements. While the building exceeds the numerical height of 17m by one metre (max height proposed 18) this is as a result of building façade treatments located within the front of building A and B away from the residential interface.



BLOCK A - PROPOSED NORTH WEST ELEVATION

BLOCK A - PROPOSED NORTH WEST ELEVATION

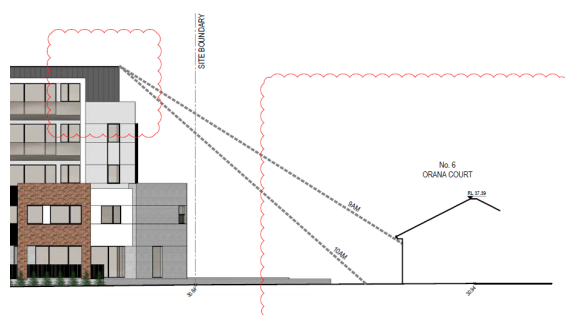
- The proposed front setback to Horscroft Place is considered to be appropriate as it provides a sense of presence within the court and provides a transition to the existing setbacks within the court. Whilst the setback proposed is between 1.8m and 2.5m, this provides sufficient room for planting within this area.



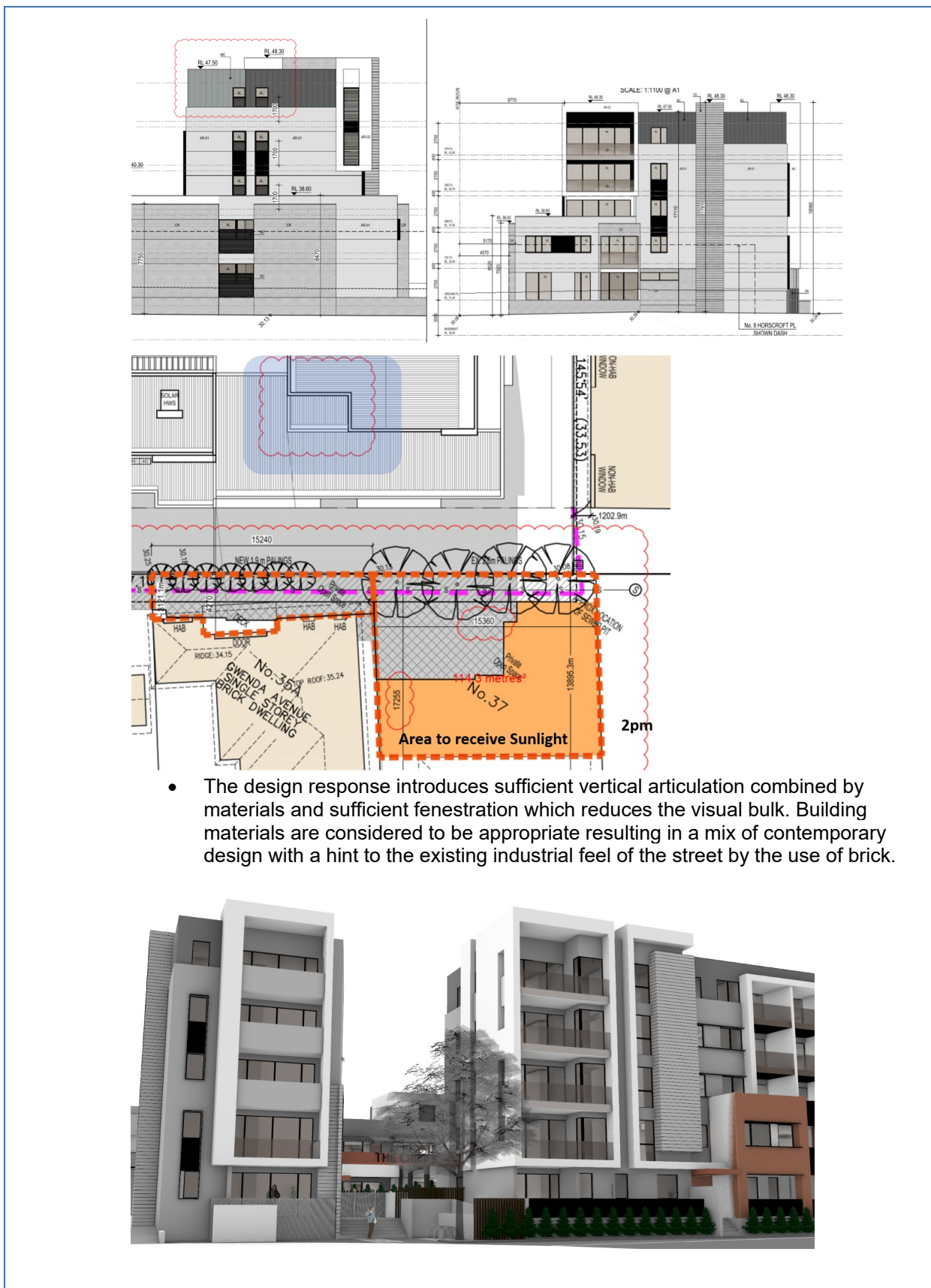
- The proposal allows for appropriate pedestrian access from the street and activation at ground level with apartments facing the street. The pedestrian links provided through the development into the future park is also considered to be an appropriate response complementary of this future plan for the area.
- The primary outlook for dwellings on apartment building B is the future park comprising a north-west orientation with a secondary outlook to the internal communal area. Dwellings in Block A also comprise outlooks to the street facing north or the adjoining residential area to the rear, only two dwellings (G.A.2 and 1.A1) have been designed with primary outlooks to the adjoining property at No. 8 Horscroft Place.
- The proposal allows for several opportunities for social interaction and passive surveillance of internal and external spaces. The rationalization of vehicle access improves the pedestrian connectivity between this site and adjoining precincts of the ACZ.
- The proposed design response has taken into consideration the potential for the redevelopment of No. 8 Horscroft Place by providing setbacks to windows of a minimum of 4.5m. the building line itself is set back a minimum of 4.2m at all levels. This setback is also considered an appropriate response to the current conditions of this land which comprises a light industrial use.
- A clear transition in height is provided to the adjoining residential land as follows:

Apartment block B is proposed to be recessed with setbacks at different levels from the boundary adjacent to No. 6 Orana Court which is a residential property. The ground and first floor levels of the building are set back 4.57m from the boundary to cater for the existing easement running along this boundary. The second and third levels are then recessed from the level below to achieve a minimum setback of 5m and a maximum of 8m. The top level is then recessed again to provide a greater setback from the boundary. Officers consider that the visual bulk of the building will be reduced by the provision of a vertical recess and variation in materials. An assessment of the shadows provided

indicates that the SPOS associated with No.6 Orana Court will receive sufficient sunlight to comply with the requirements of Standard B21 of Clause 55. It is also considered that the shadows generated by the proposed development are unlikely to impact the operation of the solar panels located within this dwelling (see section below).



Apartment Block A is proposed to be two storeys in height (8.4m) adjacent to the southern boundary. This section of the building is proposed to be set back between 4.57m and 5.17m from the southern boundary adjacent to the residential land. The second, third and fourth levels are set back from this two-storey form achieving a setback of a minimum of 9.7m from the southern boundary. The top level has been amended to allow for an additional recession along the southwestern corner, increasing the setback from the southern boundary to 12m. The shadows generated by this building will mainly extend to No. 37 Gwenda Avenue and comply with the requirements of Standard B21 of Clause 55 by providing sunlight to an area greater than 40m² for five hours between 9am and 2pm. Shadows cast to No. 36A will be minimal as a result of the setback provided along the top level.



- The design response introduces sufficient vertical articulation combined by materials and sufficient fenestration which reduces the visual bulk. Building materials are considered to be appropriate resulting in a mix of contemporary design with a hint to the existing industrial feel of the street by the use of brick.

<p>Clause 58.02-2 Residential Policy objectives</p>	<p>Standard D2</p>	<p>Complies with standard & meets objective</p>
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<p>To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework. To support higher density residential development where development can take advantage of public and community infrastructure and services.</p>	<p>An application must be accompanied by a written statement to the satisfaction of the RA that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p>													
<p>Assessment: As stated previously in this report, the proposal is considered to positively respond to the relevant policy requirements applicable to Activity Centre Zone which seek the redevelopment of these areas for the delivery of a diversity of housing at a high density to make use of the existing infrastructure and public transport within these areas.</p> <p>The proposed design response will positively respond to specific policy objectives as follows:</p> <ul style="list-style-type: none"> • provides a high quality architectural and urban design outcome in accordance with the objectives of Clause 15.02-1R and clause 16.01-2R • meets the objectives under Clause 22.06 Residential Policy, as it provides for a development comprising increased density and is located within close proximity of public transport and a commercial centre. • meets the general objectives of the ACZ Schedule 3 under section 2.0 by achieving land consolidation, providing increased density and opportunities for residential living within the centre, presenting an appropriate architectural quality, responds to environmental sustainability objectives and provides an appropriate transition to between the scale expected within the centre and the scale anticipated within the adjoining residential land. • More specifically, the proposal generally meets the objectives and guidelines of Precinct 4 with a minor variation to the recommended height which is considered acceptable. Refer to section 6 for further assessment. 														
<p>Clause 58.02-3 Dwelling diversity objective To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>Standard D3 Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</p>	<p>Complies with standard & meets objective</p>												
<p>Assessment: The proposal includes a mix of dwelling sizes and types within the apartment blocks as shown below which is considered to be appropriate and would meet the objectives of this Clause.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="text-align: left;">Unit type</th> <th style="text-align: left;">No.</th> </tr> </thead> <tbody> <tr> <td>One (1) bedroom apartments</td> <td>Eight (8)</td> </tr> <tr> <td>Two (2) bedroom apartments</td> <td>Fifteen (15)</td> </tr> <tr> <td>Two (2) bedroom plus study</td> <td>Three (3)</td> </tr> <tr> <td>Three (3) bedroom double storey apartments</td> <td>Five (5)</td> </tr> <tr> <td>Three (3) Bedroom apartments</td> <td>Three (3)</td> </tr> </tbody> </table>			Unit type	No.	One (1) bedroom apartments	Eight (8)	Two (2) bedroom apartments	Fifteen (15)	Two (2) bedroom plus study	Three (3)	Three (3) bedroom double storey apartments	Five (5)	Three (3) Bedroom apartments	Three (3)
Unit type	No.													
One (1) bedroom apartments	Eight (8)													
Two (2) bedroom apartments	Fifteen (15)													
Two (2) bedroom plus study	Three (3)													
Three (3) bedroom double storey apartments	Five (5)													
Three (3) Bedroom apartments	Three (3)													
<p>Clause 58.02-4 Infrastructure objectives</p>	<p>Standard D4</p>	<p>Complies with standard & meets objective</p>												

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<p>To ensure development is provided with appropriate utility services and infrastructure.</p> <p>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</p>	<p>Connection to reticulated services/sewerage, electricity, gas and drainage services</p> <p>Capacity of infrastructure and utility services should not be exceeded unreasonably</p> <p>Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists</p>	
<p>Assessment: The site is in an established area that is well serviced by existing infrastructure. Had officers recommended approval, infrastructure related conditions will be required to achieve a suitable outcome.</p>		
<p>Clause 58.02-5 Integration with the street objective</p> <p>To integrate the layout of development with the street.</p>	<p>Standard D5</p> <p>Provides adequate vehicle and pedestrian links that maintain or enhance local accessibility.</p>	Complies with standard & meets objective
	<p>Development oriented to front existing/proposed streets</p>	Complies
	<p>High fencing in front of dwellings should be avoided if practicable.</p>	N/A
	<p>Development next to existing public open space should be laid out to complement the open space.</p>	N/A
<p>Assessment:</p> <p>The proposal generally presents an active frontage Horscroft Place. Upper levels have been designed with balconies presenting to the street and the proposed future extension to Healey Street Reserve, providing opportunities for passive surveillance.</p> <p>Requirements in the Kingston Planning Scheme associated with Activity Centres encourage the location of car parking within basements, the proposal has been amended to achieve this and reduce the impact of the development upon the streetscape.</p> <p>In addition, the reduction of vehicle crossings will result in an improved environment for pedestrians and improving the pedestrian link between the Moorabbin Train Station and the Moorabbin Reserve.</p> <p>As previously discussed in this report, whilst the proposal achieves an appropriate interface with the future extension of Healey Street reserve with the provision of two storey apartments adjacent to the shared boundary, given the close proximity of the building to this park it is recommended that additional façade treatments be provided to the lower levels of the buildings to soften its appearance. These conditions have been included on landscaping conditions (See condition vegetation conditions 1.p.)</p>		
<p>Clause 58.03 – SITE LAYOUT</p>		
<p>Clause 58.03-1 Energy efficiency objectives</p> <p>To achieve and protect energy efficient dwellings and buildings.</p> <p>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</p> <p>To ensure dwellings achieve adequate thermal efficiency.</p>	<p>Standard D6</p> <p>Buildings should be:</p> <p>Oriented to make appropriate use of solar energy.</p> <p>Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</p> <p>Living areas and POS should be located on the north side of the development, if practicable.</p> <p>Developments should be designed so that solar access to north-facing windows is optimised.</p> <p>Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.</p>	Complies with standard & meets objective
<p>Assessment: The proposal is generally energy efficient.</p>		

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Access to daylight is supported for most of the dwellings however given the site's orientation some dwellings would have southern aspects. The design response is considered to be appropriate.

Clause 58.03-2 Communal open space objective
To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development.

Standard D7
Developments with 40 or more dwellings should provide a minimum area of communal open space of 2.5 square metres per dwelling or 250 square metres, whichever is lesser.
Communal open space should:
Be located to:
Provide passive surveillance opportunities
Provide outlook for as many dwellings as practicable
Avoid overlooking into habitable rooms and POS of new dwellings.
Minimise noise impacts to new & existing dwellings.
Be designed to protect any natural features on the site.
Maximise landscaping opportunities.
Be accessible, useable and capable of efficient management.

N/A

Assessment: Whilst technically the proposal comprises 34 apartments, a communal area has been provided between building B and the townhouses which serves as a breakout area. In addition, a communal garden has been indicated on plans.

It is also noted that given the extension to Healey Reserve, the proposed development will be immediately adjacent to an open space which would have been sufficient grounds for a variation to this standard.

Clause 58.03-3 Solar access to communal outdoor open space objective
To allow solar access into communal outdoor open space.

Standard D8
The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50% or 125m², whichever is the lesser, of the primary communal outdoor open space should receive a minimum of 2 hrs of sunlight between 9am-3pm on 21 June.

N/A

N/A

Clause 58.03-4 Safety objective
To ensure the layout of development provides for the safety and security of residents and property.

Standard D9
Entrances to dwellings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should be avoided.
Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.
Private spaces within developments should be protected from inappropriate use as public thoroughfares.

Complies with standard & meets objective

Assessment: The residential lobby to Horscroft Place is clearly visible from the public domain and presents as a wide lobby with no concerning features that could compromise the safety and security of residents and property. The access provides a ramp to allow for efficient access to people with limited mobility.

The proposed communal corridor at ground level is considered to be safe and practical.

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<p>Clause 58.03-5 Landscaping objectives</p> <p>To encourage development that respects the landscape character of the area.</p> <p>To encourage development that maintains and enhances habitat for plants & animals in locations of habitat importance.</p> <p>To provide appropriate landscaping.</p> <p>To encourage the retention of mature vegetation on the site.</p> <p>To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect.</p>	<p>Standard D10</p> <p>The landscape layout and design should:</p> <p>Be responsive to the site context.</p> <p>Protect any predominant landscape features of the area.</p> <p>Take into account the soil type and drainage patterns of the site and integrate planting & water management.</p> <p>Allow for intended vegetation growth & structural protection of buildings.</p> <p>In locations of habitat importance, maintain existing habitat & provide for new habitat for plants & animals.</p> <p>Provide a safe, attractive & functional environment for residents.</p> <p>Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs & roof top gardens & improve on-site stormwater infiltration.</p> <p>Maximise deep soil areas for planting of canopy trees.</p> <p>Development should provide for the retention or planting of trees, where these are part of the urban context.</p> <p>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.</p> <p>The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.</p> <p>Development should provide the deep soil areas and canopy trees specified in Table D2.</p> <p>If the development cannot provide the deep soil areas and canopy trees specified in Table D2, an equivalent canopy cover should be achieved by providing either:</p> <p>Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements.</p> <p>Vegetated planters, green roofs or green facades.</p>	<p>Meets objective subject to conditions</p>
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Assessment: Given the industrial nature of the site and its location within an activity centre, landscaping areas within the site are difficult to achieve. Table D2 specifies 15% of the site is required as deep soil area for canopy tree planting. If this is not available equivalent canopy coverage is to be incorporated into the development in planter boxes, green facades etc. the following comments have been provided by Council's arborist:

- *The land size dictates 5 large canopy trees in deep soil. The canopy coverage from this as approximately 522 square metres*
- *The only area with space available for canopy tree planting is the pedestrian entrance from Horscroft Place. There is space for the canopy of two trees but any trees to be located in this area, and therefore within the site, structural soils, strata cells or a similar engineered method will be required for the area of land between the Horscroft Place boundary, the basement and the footings of the development. This would result in a large planter box containing about 42 m3 of substrate for root growth and no changes to the proposed plans for the entrance area at ground level.*

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- *Provided the planter box discussed above has a minimum internal depth of 1 metre, there would result in 42 m³ available at the Horscroft Street pedestrian entrance under the paving etc. for tree root growth.*
- *Two areas of garden on the proposed park interface are 30 & 15 metres x 1.2 m. This area along the interface with the proposed Council reserve is a suitable location for climbing plants that can then create a green façade on the north facing apartments walls.*
- *The remaining location suitable for a green façade in lieu of canopy trees is the west facing wall of the building adjacent to the basement ramp. There is 121 m² of wall, and the ability for climbing plants to access the structural soil recommended for the site's entrance.*
- *The combined total of equivalent canopy cover would be 443 square metres*
 1. 96 m²
 2. 226 m²
 3. 121 m²
- *The balance of the canopy cover is provided by the 7 Banksia implexa (Coast Banksia) proposed for the courtyards of Townhouses 1-7. As the courtyards are within an easement, they aren't deep soil areas, but the trees planted here will provide the site canopy cover.*

Therefore, the proposal is considered appropriate and subject to conditions will provide an acceptable landscaping response

Conditions are recommended to:

- o) *The provision of landscape plans in accordance with the plans submitted by Wallbrink Landscape Architecture; Ground & First Floor Landscape Plans; Issue H; 06/11/2019.amended to the satisfaction of the Responsible Authority and incorporating:*
 - i. *The area within the pedestrian entry, outside of the footprints of ground floor apartments A1 and B1 to contain structural soils or similar, to a minimum depth of 1 metre below natural ground level to provide for canopy tree planting;*
 - ii. *A green façade on both levels of the north facing wall of Apartment Building B, apartment's 2-5;*
 - iii. *A minimum substrate depth of 1 metre in the garden bed between the base of Apartments 2-5 and the shared boundary wall with the reserve;*
 - iv. *A green façade on the west wall of Apartment Building A;*
 - v. *Substitution of the two Banksia marginata proposed for either side of the Horscroft Place pedestrian entrance with two (2) indigenous canopy trees capable of reaching minimum dimensions at maturity of 15 metres in height and a canopy width of 12 metres;*
 - vi. *Sectional details of the area containing structural soil or similar at the Horscroft Place pedestrian entrance, and for the area between Apartment Building B and the north boundary*

In addition, a tree management plan is required to ensure vegetation growing on adjoining properties is protected (See condition 3)

Clause 58.03-6 Access objective

To ensure the number and design of vehicle crossovers respects the urban context.

Standard D11

The width of accessways or car spaces should not exceed:
33 per cent of the street frontage, or
If the width of the street frontage is less than 20 metres, 40 per cent of the street frontage.

No more than one single-width crossover should be provided for each dwelling fronting a street.

Complies with standard & meets objective

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	<p>The location of crossovers should maximise the retention of on-street car parking spaces.</p> <p>The number of access points to a road in a Road Zone should be minimised.</p> <p>Developments must provide for access for service, emergency and delivery vehicles.</p>	
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Assessment: The crossover and sightline splays will occupy approximately 29% of the Horscroft Place frontage. As previously mentioned under table of Clause 55 a condition is required to increase the width of the access to 6m (see condition d)

<p>Clause 58.03-7 Parking location objectives</p> <p>To provide convenient parking for resident and visitor vehicles.</p> <p>To protect residents from vehicular noise within developments.</p>	<p>Standard D12</p> <p>Car parking facilities should:</p> <p>Be reasonably close and convenient to dwellings.</p> <p>Be secure.</p> <p>Be well ventilated if enclosed.</p> <p>Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</p>	<p>Complies with standard & meets objective (subject to conditions)</p>
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Assessment: Parking is located within the basement and ground level. Parking areas are secure and convenient to the dwellings. As previously mentioned under the assessment at Clause 55, for confirmation, conditions are recommended to show the location of ventilation units for the basement and not to be within proximity to sensitive areas (see condition f)

<p>Clause 58.03-8 Integrated water & stormwater management objective</p> <p>To encourage the use of alternative water sources such as rainwater, stormwater & recycled water.</p> <p>To facilitate stormwater collection, utilisation and infiltration within the development.</p> <p>To encourage development that reduces the impact of stormwater run-off on the drainage system & filters sediment & waste from stormwater prior to discharge from the site.</p>	<p>Standard D13</p> <p>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</p> <p>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</p> <p>The stormwater management system should be:</p> <p>Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999).</p> <p>Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.</p>	<p>Complies with standard & meets objective (subject to conditions)</p>
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Assessment: As discussed previously in this report under Clause 55 assessment to meet the above Standard, the proposal would require greater WSUD considerations to ensure sufficient stormwater management measures are provided. The application was referred to Council's Development Approvals Engineer who was in support of the proposal subject to conditions. (see conditions 6 to 11)

Clause 58.04 – AMENITY IMPACTS

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<p>Clause 58.04-1 Building setback objectives</p> <p>To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To allow adequate daylight into new dwellings.</p> <p>To limit views into habitable room windows and private open space of new and existing dwellings.</p> <p>To provide a reasonable outlook from new dwellings.</p> <p>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</p>	<p>Standard D14</p> <p>The built form of the development must respect the existing or preferred urban context and respond to the features of the site. Buildings should be set back from side and rear boundaries, and other buildings within the site to:</p> <p>Ensure adequate daylight into new habitable room windows.</p> <p>Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views.</p> <p>Provide an outlook from dwellings that creates a reasonable visual connection to the external environment.</p> <p>Ensure the dwellings are designed to meet the objectives of Clause 58.</p>	<p>Complies with standard & meets objective</p>
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Assessment: The submitted site context report appropriately demonstrates how the proposed height and setbacks respond to the scale and type of the surrounding buildings within the adjoining precincts and the preferred future character.

Whilst the requirements of the precinct suggest a reduction in height to the building adjacent to the residential land there are no specific setbacks within this precinct, therefore it is at the discretion of Council to consider if this objective has been met.

As discussed previously under standard D1 and section 6 of this report, the proposed transition in height to the southern and western boundary is considered appropriate as Building A has been provided with sufficient setbacks to reduce visual bulk and reduce shadows to an acceptable level and Building B has been vertically articulated to improve its presentation to adjoining properties which combined with a variation of materials would reduce visual bulk to an acceptable level.

It is also noted that the building has been setback to allow for equitable development opportunities on adjoining site at No.8 Horscroft Place ensuring that habitable room windows are set back a minimum of 4.5m.



Clause 58.04-2 Internal views objective

To limit views into the private open space and habitable room windows of dwellings within a development.

Standard D15

Windows & balconies should be designed to prevent overlooking of more than 50% of the POS of a lower-level dwelling directly below & within the same development.

Complies with standard & meets objective (subject to conditions)

Assessment: It appears that no unreasonable internal overlooking will occur as a result of the fixed external screens and obscure glazing proposed along the building to prevent overlooking from apartment bloc B to the townhouses.

However, it is unclear if the HRW within the apartment block A would result in direct views to balconies associated with the townhouses. Specifically, between HRW of apartment 2.A2 and the balcony of TH-01 and apartment 1.A3. There is also a concern that the window associated with the foyer area of level 1 of apartment block A would result in direct views to the terrace of TH-01. It appears that internal screens have not been nominated within balconies of apartments on level two. A condition will be required to ensure screening is provided to windows as appropriate to comply with the requirements of this standard.

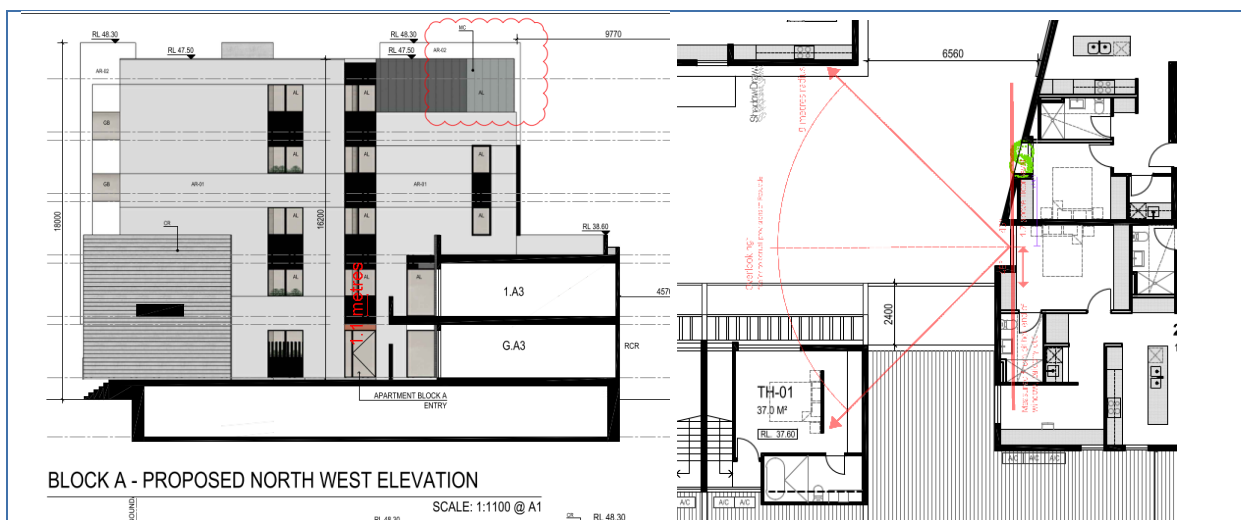
South east elevation of block B with screens to 1.7m in height:



- PROPOSED SOUTH EAST ELEVATION

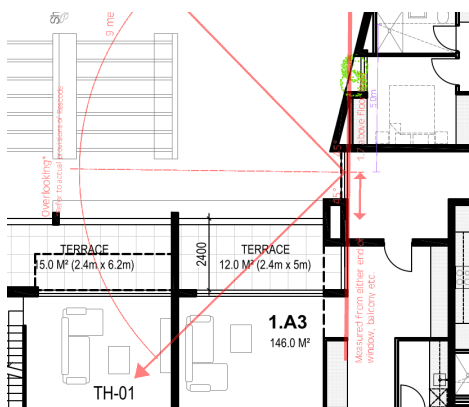
SCALE: 1:100 @ A1

North west elevation of block A with no screens:

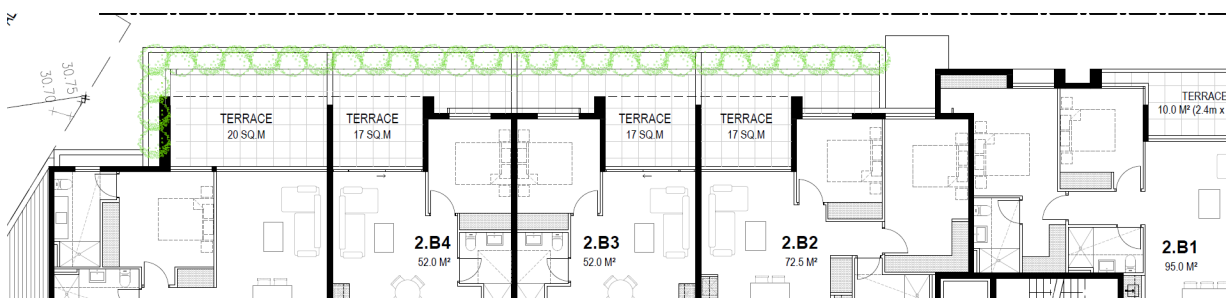


BLOCK A - PROPOSED NORTH WEST ELEVATION
SCALE: 1:1100 @ A1

Window of foyer area on level 2 facing Terrace of TH-01



Balconies on level 2 no information about internal screens



For confirmation, conditions are recommended to:

- o) Windows on the north west elevation of building A to comply with internal overlooking requirements of Standard D15 of Clause 58.04-2
- p) Internal screens proposed within balconies and terraces to limit internal overlooking

Clause 58.04-3 Noise impacts objectives

Standard D16

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<p>To contain noise sources in developments that may affect existing dwellings.</p> <p>To protect residents from external and internal noise sources.</p>	<p>Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</p> <p>The layout of new dwellings & buildings should minimise noise transmission within the site.</p> <p>Noise sensitive rooms (such as living areas & bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.</p> <p>New dwellings should be designed & constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.</p> <p>Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels: Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.</p> <p>Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.</p> <p>Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.</p>	<p>Complies with standard & meets objective</p>
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Assessment: It is considered that the proposal has been designed to appropriately contain noise sources in the development as well as design measures to protect future residents from external and internal noise sources.

Clause 58.05 – ON-SITE AMENITY AND FACILITIES

<p>Clause 58.05 Accessibility objective</p> <p>To ensure the design of dwellings meets the needs of people with limited mobility.</p>	<p>Standard D17</p> <p>At least 50 per cent of dwellings should have:</p> <p>A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.</p> <p>A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom & the living area.</p> <p>A main bedroom with access to an adaptable bathroom.</p> <p>At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.</p>	<p>Complies with standard & meets objective subject to conditions</p>
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Assessment: it appears that some of the proposed apartments would fail to provide adaptable bathrooms as some have been provided with toilets close to a door and not provided with enough circulation area. for clarification a condition is recommended to ensure compliance see condition 1.o.

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<p>Clause 58.05-2 Building entry and circulation objectives</p> <p>To provide each dwelling and building with its own sense of identity.</p> <p>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</p> <p>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</p>	<p>Standard D18</p> <p>Entries to dwellings and buildings should:</p> <p>Be visible and easily identifiable.</p> <p>Provide shelter, a sense of personal address and a transitional space around the entry.</p> <p>The layout and design of buildings should:</p> <p>Clearly distinguish entrances to residential and non-residential areas. Provide windows to building entrances and lift areas.</p> <p>Provide visible, safe and attractive stairs from the entry level to encourage use by residents.</p> <p>Provide common areas and corridors that:</p> <p>Include at least one source of natural light and natural ventilation.</p> <p>Avoid obstruction from building services.</p> <p>Maintain clear sight lines.</p>	<p>Complies with standard & meets objective</p>
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Assessment: The apartments are accessed from easily identifiable communal entries and corridors. The corridors in Apartment Building B have natural light sources. Similarly apartments of Building A also have natural light courts up to level 2, levels 3 and 4 have not been provided with a foyer that includes external windows. The entry to each apartment is readily identifiable.

<p>Clause 58.05-3 Private open space objective</p> <p>To provide adequate private open space for the reasonable recreation and service needs of residents.</p>	<p>Standard D19</p> <p>A dwelling should have private open space consisting of:</p> <p>An area of 25m², with a minimum dimension of 3m at natural ground floor level & convenient access from a living room, or</p> <p>An area of 15m², with a minimum dimension of 3m at a podium or other similar base & convenient access from a living room, or</p> <p>A balcony with an area and dimensions specified in Table D5 & convenient access from a living room, or</p> <p>A roof-top area of 10m² with a minimum dimension of 2m and convenient access from a living room.</p> <p>If a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5m².</p>	<p>Does not comply with standard a variation is considered appropriate as overall meets the objective.</p>
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Assessment: the following requirements apply in accordance with table D5

Table D5 Balcony size

Dwelling type	Minimum area	Minimum dimension
Studio or 1 bedroom dwelling	8 square metres	1.8 metres
2 bedroom dwelling	8 square metres	2 metres
3 or more bedroom dwelling	12 square metres	2.4 metres

Each apartment has a balcony (terrace) that is directly accessible from the living area. All proposed balconies and terraces for apartment buildings have minimum dimensions and overall areas that comply with the above requirements. Some apartments even exceeding the requirements including all the double storey apartments nominated within block B. It is noted however that air conditioning units have not been nominated within the submitted plans for some units, and in accordance with the standard an additional 1.5m² area would be required. An assessment is provided below:

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In total, nine (9) apartments fail to provide the additional 1.5m² to accommodate AC units, however, five (5) of those apartments are one (1) bedroom units where the SPOS has been provided with a minimum dimension of 2.4m which exceed the requirement under table D5 of 1.8m. Therefore, a full variation is sought for 4 dwellings which are non-compliant.

Officers agree to a variation considering that the non-compliant terraces will still be functional and accessible from living areas which have been provided with sliding doors providing the benefit of using the living area and balconies/terraces as a single area. Based on the orientation of the lot most of the terraces will receive northern sunlight. It is also noted that the site is located in an area where a diverse public open space is available to use.

While the townhouses have been assessed under clause 55, they have been provided with balconies comprising areas of 15m² which would be compliant with the above requirements.

Clause 58.05-4 Storage objective

To provide adequate storage facilities for each dwelling.

Standard D20

Each dwelling should have convenient access to usable and secure storage space.

The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D6.

Complies with standard & meets objective

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

Assessment: Secure storage areas have been provided for each dwelling that meet the dimension requirements specified in Table D6 of this Standard.

APARTMENT BLOCK B - STORAGE				
UNIT No.	EXTERNAL STORAGE	STORAGE (WITHIN THE DWELLING)		TOTAL
		FULL HEIGHT (2.4m)	OTHERS	
GROUND FLOOR				
G.B1	6 m ³	11.5 m ³	6.3 m ³	23.8 m ³
FIRST FLOOR				
1.B1	6 m ³	12.7 m ³	7.3 m ³	26.0 m ³
SECOND FLOOR				
2.B1	6 m ³	11.5 m ³	6.3 m ³	23.8 m ³
2.B2	6 m ³	13 m ³	4.3 m ³	23.3 m ³
2.B3	6 m ³	4.8 m ³	3.7 m ³	14.5 m ³
2.B4	6 m ³	4.8 m ³	3.7 m ³	14.5 m ³
2.B5	6 m ³	9.1 m ³	4.7 m ³	19.8 m ³
THIRD FLOOR				
3.B1	6 m ³	11.5 m ³	6.3 m ³	23.8 m ³
3.B2	6 m ³	13 m ³	4.3 m ³	23.3 m ³
3.B3	6 m ³	4.8 m ³	3.7 m ³	14.5 m ³
3.B4	6 m ³	4.8 m ³	3.7 m ³	14.5 m ³
3.B5	6 m ³	9.1 m ³	4.7 m ³	19.8 m ³
FOURTH FLOOR				
4.B1	6 m ³	11.5 m ³	6.3 m ³	23.8 m ³
4.B2	6 m ³	13 m ³	4.3 m ³	23.3 m ³
4.B3	6 m ³	4.8 m ³	3.7 m ³	14.5 m ³
4.B4	6 m ³	4.8 m ³	3.7 m ³	14.5 m ³
4.B5	6 m ³	9.1 m ³	4.7 m ³	19.8 m ³

APARTMENT BLOCK A - STORAGE				
UNIT No.	EXTERNAL STORAGE	STORAGE (WITHIN THE DWELLING)		TOTAL
		FULL HEIGHT (2.4m)	OTHERS	
GROUND FLOOR				
G.A1	6 m ³	9.8 m ³	5.1 m ³	20.9 m ³
G.A2	6 m ³	7.2 m ³	5.5 m ³	18.7 m ³
G.A3	6 m ³	21.3 m ³	5.9 m ³	33.2 m ³
FIRST FLOOR				
1.A1	6 m ³	9.8 m ³	5.1 m ³	20.9 m ³
1.A2	6 m ³	12.4 m ³	5.5 m ³	23.9 m ³
1.A3	6 m ³	21.3 m ³	5.9 m ³	33.2 m ³
SECOND FLOOR				
2.A1	6 m ³	9.8 m ³	5.1 m ³	20.9 m ³
2.A2	6 m ³	20.6 m ³	7.5 m ³	34.1 m ³
THIRD FLOOR				
3.A1	6 m ³	9.8 m ³	5.1 m ³	20.9 m ³
3.A2	6 m ³	20.6 m ³	7.5 m ³	34.1 m ³
FOURTH FLOOR				
4.A1	6 m ³	9.8 m ³	5.1 m ³	20.9 m ³
4.A2	6 m ³	20.6 m ³	5.5 m ³	32.1 m ³

58.06 DETAILED DESIGN

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<p>Clause 58.06-1 Common property objective To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. To avoid future management difficulties in areas of common ownership.</p>	<p>Standard D21 Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management. Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard. Screens used to obscure a view should be: Perforated panels or trellis with a maximum of 25% openings or solid translucent panels. Permanent, fixed and durable. Designed and coloured to blend in with the development.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: Where common property is proposed, it is functional, well-designed and capable of efficient management through an owner's corporation arrangement. No overlooking is anticipated within the communal area. however, a condition is suggested to ensure lighting is baffled to prevent any amenity impacts to properties within properties adjacent to the communal area or adjoining properties (see condition 37)</p>		
<p>Clause 58.06-2 Site services objectives To ensure that site services can be installed and easily maintained. To ensure that site facilities are accessible, adequate and attractive.</p>	<p>Standard D22 The design and layout of dwellings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically. Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development. Mailboxes should be provided and located for convenient access as required by Australia Post.</p>	<p>Complies with standard & meets objective</p>
<p>Assessment: It is understood that all the facilities required for the development can be accommodated within the development.</p>		
<p>Clause 58.06-3 Waste and recycling objectives To ensure dwellings are designed to encourage waste recycling. To ensure that waste and recycling facilities are accessible, adequate and attractive. To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</p>	<p>Standard D23 Developments should include dedicated areas for: Waste and recycling enclosures which are: – Adequate in size, durable, waterproof and blend in with the development. – Adequately ventilated. – Located and designed for convenient access by residents and made easily accessible to people with limited mobility.</p>	<p>Complies with standard & meets objective</p>

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Adequate facilities for bin washing. These areas should be adequately ventilated.

Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.

Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.

Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.

Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.

Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:

- Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria.
- Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.

Assessment: A waste management plan prepared by Salt3 (dated 7 October 2019; Version F04) indicates that due to the relatively small scale of the development, the provision of a dual chute system for waste management to each building block is considered to be unnecessary and excessive. Waste is proposed to be sorted by residents and clear safe and direct access routes have been provided to allow for the sorting within the basement. The following streams are proposed:

- Garbage (general waste); each dwelling will be furnished with a plastic lined bin to have a minimum capacity of 20l for the temporary holding of garbage. All residents would transfer the waste as required to the bins located within the basement
- Commingle Recycling: each dwelling will be furnished with a plastic lined bin to have a minimum capacity of 20l for the temporary holding of recycling. All residents will then transfer the recycling to the bins located within the basement
- Hard Waste: a hard waste storage area will be provided within the basement car park.

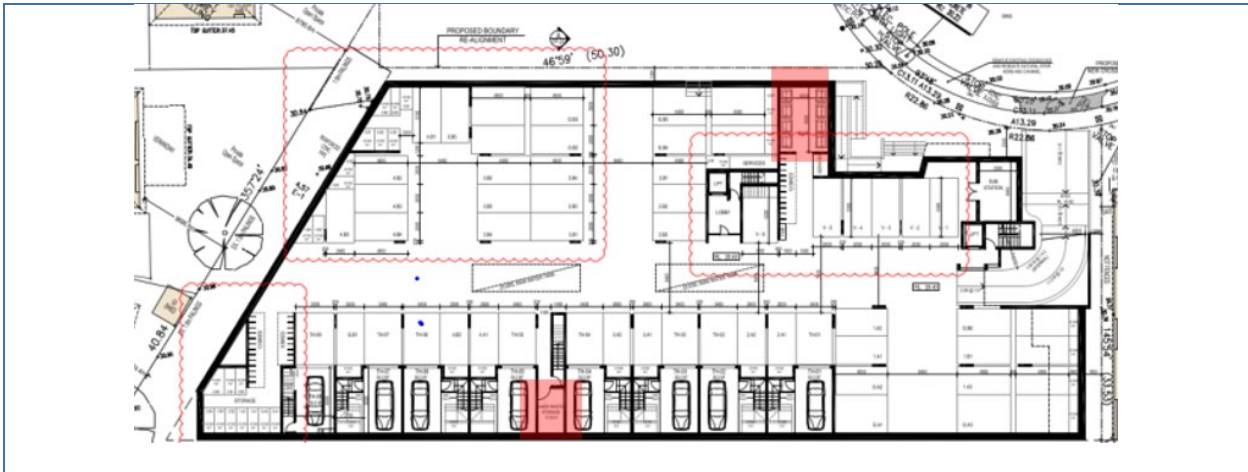
Private collection is proposed with 1 collection per week for garbage and recycling as follows:

General waste would be collected by a private contractor as follows:

- Four 1,100L garbage bins collected once per week; and
- Four 1,100L commingled recycling bins collected once per week.

Hard waste would be collected under arrangement by building management as follows:

- 10m² area collected as required.



Clause 58.07 – INTERNAL AMENITY

Clause 58.07-01 Functional layout objective

To ensure dwellings provide functional areas that meet the needs of residents.

Standard D24

Bedrooms should:

Meet the minimum internal room dimensions specified in Table D7.

Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.

Table D7 Bedroom dimensions

Bedroom type	Minimum width	Minimum depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3metres

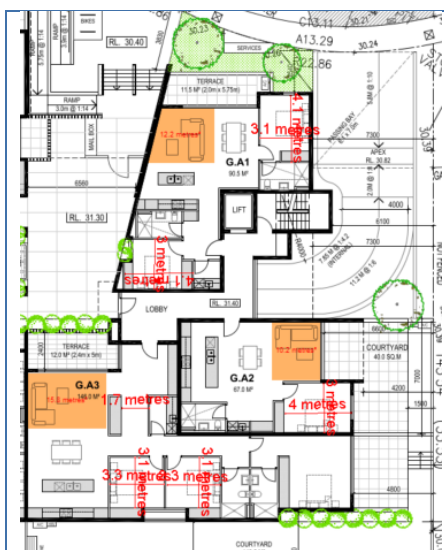
Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D8.

Dwelling type	Minimum width	Minimum area
Studio and 1 bedroom dwelling	3.3 metres	10 sqm
2 or more bedroom dwelling	3.6 metres	12 sqm

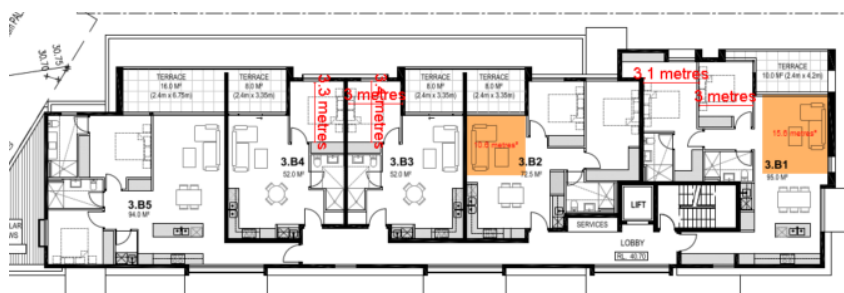
Complies with standard & meets objective

Assessment: All proposed bedrooms and living areas meet the minimum dimension requirements. As such, adequate space has been proposed for full kitchens and living/dining areas. Examples provided below:

Apartment Block A



Apartment Block B



Clause 58.07-2 Room depth objective

To allow adequate daylight into single aspect habitable rooms.

Standard D25

Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.

The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:

The room combines the living area, dining area and kitchen.

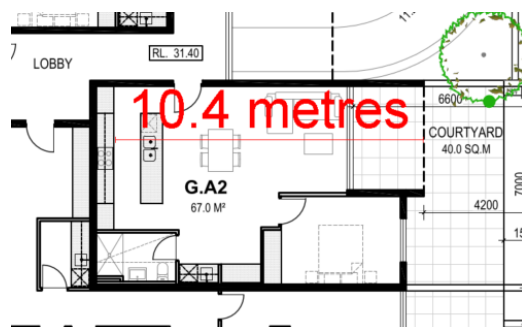
The kitchen is located furthest from the window.

The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen.

The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.

Complies with standard & meets objective

Assessment: The proposal comprises ceiling heights of 2.7m for each level. Whilst most apartments proposed comprised dual aspects to north south or east west. Within apartment block B there are a number of apartments with single aspect HR, all of which comply with the minimum dimensions required under this standard. Within apartment block A there a lesser number of apartments relying on single aspects and while they comply with the standard, the living room window associated with apartment G.A2 would receive limited sunlight due to the overhangs above (see below). It is noted however that the minimum dimension internal would comply with the standard The proposal is considered to result in an acceptable outcome given the site's constrains.



Clause 58.07-3 Windows objective

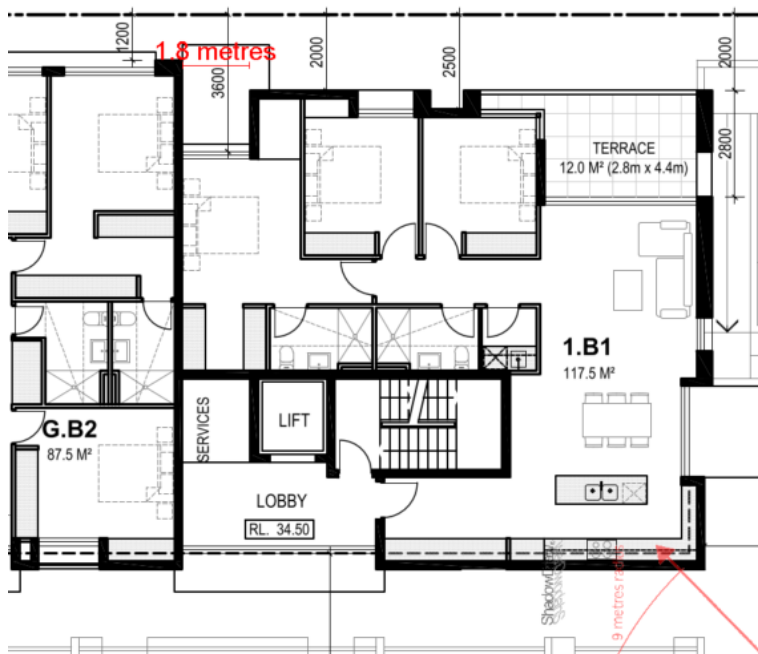
To allow adequate daylight into new habitable room windows.

Standard D26

HRW should have a window in an external wall of the building.
A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.
The secondary area should be:
A minimum width of 1.2 metres.
A maximum depth of 1.5 times the width, measured from the external surface of the window.

Complies with standard & meets objective

Assessment: all HRW have been designed with windows located in an external wall of the building. Apartment 1.B1 includes a window that has been recessed within the building however is considered to be compliant.



Clause 58.07-4 Natural ventilation objectives

To encourage natural ventilation of dwellings.
To allow occupants to effectively manage natural ventilation of dwellings.

Standard D27

The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.
At least 40% of dwellings should provide effective cross ventilation that has:

Complies with standard & meets objective

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	<p>A maximum breeze path through the dwelling of 18 metres.</p> <p>A minimum breeze path through the dwelling of 5 metres.</p> <p>Ventilation openings with approximately the same area.</p> <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling.</p>	
<p>Assessment: The floor plans demonstrate appropriate natural ventilation being achieved for all dwellings, in accordance with Standard B27.</p>		

12.0 CONCLUSION:

- 12.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.
- 12.2 As outlined above, it has been determined that prior to deciding on this application all factors pursuant to section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.
- 12.3 The proposed development is considered appropriate for the Site, subject to conditions, as evidenced by:
- The compatibility of the design and siting with the surrounding area
 - The mitigation of off-site amenity impacts
 - A suitable level of compliance with all relevant policies, including **Clause 55 and 58** of the Kingston Planning Scheme
 - An appropriate integration with the future extension of Healy Street Reserve.

13.0 RECOMMENDATION

- 13.1 That Council determines to support the proposal and issue a Notice of Decision to Grant a Permit to develop the land for the construction of:
- two or more dwellings on a lot
 - buildings and works that exceed the Building Height set out in the Precinct Requirements
 - works within a Special Building Overlay

at 2, 4 & 6 Horscroft Place Moorabbin, subject to the following conditions:

1. Before the development starts amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the amended plans prepared by Roger Brayshaw Pty Ltd, Drawing No's. 217-068 Sheets 1 to 28 inclusive, Revision E submitted on 22 February 2020, but modified to show:

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- a. the provision of a security gate or other alternative to the basement carpark located within proximity to the street and an elevation provided to show details of its design;
- b. an intercom or similar to be nominated within proximity to the vehicle access point;
- c. the proposed finished floor/surface levels for the service yards and terraces at ground level;
- d. the vehicle crossing reduced to 6m in width;
- e. the proposed vehicle crossing shown to be constructed at 90-degree alignment with the kerb at Horscroft Place and all internal driveways to align;
- f. the proposed ventilation of the basement car parking;
- g. the habitable room window, balcony, terrace, deck or patio of dwellings at ground level of townhouses and apartments designed in accordance with Clause 55.04-6 (Standard B22) of the Kingston Planning Scheme, to prevent overlooking to adjoining properties to the south west (side) and south east (rear);
- h. notation to state that doors of Townhouses and Block A adjacent to the south eastern boundary be provided with fixed obscured glazing (no more than 25% transparent and unopenable) ;
- i. details of the proposed screening devices to be nominated on elevation plans;
- j. windows on the north west elevation of building A to comply with internal overlooking requirements of Standard D15 of Clause 58.04-2;
- k. internal screens provided within balconies and terraces to limit internal overlooking;
- l. the location of all externally-located heating and cooling units, exhaust fans and the like, clearly shown;
- m. all relevant commitments identified within the Management Plan prepared by LID on 20 July 2019 and subsequent amendment, required under condition 19 of this permit, shown on plans;
- n. all requirements of Melbourne Water in accordance with Conditions 12 to 18 of this permit;
- o. bathrooms for apartment to comply with the standard D17 and be provided with toilet clear of the circulation area; and
- p. The provision of landscape plans in accordance with the plans submitted by Wallbrink Landscape Architecture; Ground & First Floor Landscape Plans; Issue H; 06/11/2019.amended to the satisfaction of the Responsible Authority and incorporating:
 - i. The area within the pedestrian entry, outside of the footprints of ground floor apartments A1 and B1 to contain structural soils or similar, to a minimum depth of 1 metre below natural ground level to provide for canopy tree planting;
 - ii. A green façade on both levels of the north facing wall of Apartment Building B, apartment's 2-5;
 - iii. A minimum substrate depth of 1 metre in the garden bed between the base of Apartments 2-5 and the shared boundary wall with the reserve;
 - iv. A green façade on the west wall of Apartment Building A;

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- v. Substitution of the two *Banksia marginata* proposed for either side of the Horscroft Place pedestrian entrance with two (2) indigenous canopy trees capable of reaching minimum dimensions at maturity of 15 metres in height and a canopy width of 12 metres;
- vi. Sectional details of the area containing structural soil or similar at the Horscroft Place pedestrian entrance, and for the area between Apartment Building B and the north boundary

Endorsed Plans

- 2. The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Tree Protection Zones

- 3. Concurrent with the endorsement of plans, a Tree Management Plan for trees on neighbouring properties whose tree protection zone (TPZ) extends into the subject site, must be submitted to and be endorsed by the Responsible Authority and incorporate;
 - a. A Tree Protection Plan (scale drawing) with a notation referring to the Tree Management Plan must provide details of:
 - i. The Tree Protection Zone and Structural Root Zone, calculated in accordance with AS4970-2009, for all trees to be retained on the site and for all trees on neighbouring properties where the Tree Protection Zone falls partially within the subject site.
 - ii. Tree protection fencing, or ground protection where required, provided in accordance with AS4970-2009.
 - iii. Stages of development at which inspections are required to ensure tree protection measures are adhered to must be specified.
 - iv. Appropriate signage on any tree protection fencing prohibiting access, excavation, changes in soil levels, or any storage within the Tree Protection Zone in accordance with AS4970-2009 unless with the prior written consent and under the direct supervision of the consulting arborist.
 - v. Maintenance of the area(s) within the Tree Protection Zone in accordance with AS4970-2009.
 - vi. Any pruning to be undertaken being in accordance with AS4373-2007.
 - b. A Tree Management Plan (written report) must be prepared by a suitably qualified arborist, with reference the Tree Protection Plan and provide details of:
 - i. Any non-destructive root investigation undertaken in accordance with AS4970-2009 to determine the location and distribution of roots of trees nominated on the Tree Protection Plan.
 - ii. Proposed footings and construction methods for any buildings or structures within the Tree Protection Zone nominated on the Tree Protection Plan.
 - iii. How excavation impacts, including soil level changes, on trees to be retained will be managed.

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- iv. How the canopy of trees nominated on the Tree Protection Plan will be protected.
 - v. Any other measures required to demonstrate the successful ongoing retention and viability post-construction of any trees nominated on the Tree Protection Plan.
4. All protection measures identified in the Tree Management Plan must be implemented, and development works undertaken on the land must be undertaken in accordance with the Tree Management Plan, to the satisfaction of the Responsible Authority.
5. Prior to the commencement of works, the name and contact details of the project arborist responsible for implementing the Tree Management Plan must be submitted to the Responsible Authority.

Drainage and Water Sensitive Urban Design

6. Unless with prior written consent of the Responsible Authority, before the development commences the following Integrated Stormwater Management (drainage) documents must be prepared, by a suitably qualified person, to the satisfaction of the Responsible Authority:
- a. Stormwater Management (drainage) Plan(s) must be prepared, with supporting computations, showing the stormwater (drainage) works to the nominated point of discharge. The plan(s) must show all details of the proposed stormwater works including all existing and proposed features that may have an impact on the stormwater (drainage) works, including landscaping details.
 - b. Prior to submitting detailed plans, a comprehensive stormwater management (drainage) strategy for the site must be prepared that addresses the requirements specified within Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".
 - c. The stormwater management (drainage) strategy must include a report with MUSIC modelling results or equivalent demonstrating water sensitive urban design treatments that achieve Victorian best practice objectives. These may include the use of an infiltration or bio-retention system, rainwater tanks connected for reuse, or other treatments to the satisfaction of the Responsible Authority.
 - d. The water sensitive urban design treatments as per conditions 6a, 6b, & 6c above must be implemented on-site, unless an alternative agreement for stormwater quality in-lieu contribution is reached with the Responsible Authority.
7. Stormwater (drainage) works must be implemented in accordance with the approved stormwater management (drainage) plan and to the satisfaction of the Responsible Authority including the following:
- a. All stormwater (drainage) works must be provided onsite so as to prevent overflows onto adjacent properties.
 - b. The implementation of stormwater (drainage) detention system which restricts stormwater discharge to the maximum allowable flowrate of 28.2L/s.
 - c. All stormwater (drainage) works must be maintained to the satisfaction of the Responsible authority.

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8. A flood proof apex (i.e. ridge level) protecting the property from any overland flows must be provided. This apex is to be at minimum 2.48m to Australian Height Datum (AHD) along the entire Thames Promenade and Swan Walk road frontages of the subject site is to continue through any driveways or pathways that may cross it. The apex is to be a permanent structure (eg. rise in concrete driveway/pathway, sleeper retaining wall, solid brick fence/wall). Low mounded soil on its own is unlikely to be acceptable due to the likelihood of future disturbance.
9. A groundwater assessment report (GAR) must be prepared by a qualified hydro-geologist to assess any possible impacts the proposed development has on the ground water table, surrounding land and buildings to the satisfaction of Responsible Authority. Should the findings of the submitted GAR demonstrate that the site is likely to experience issues associated with ground water management, a ground water management plan (GMP) must be submitted to and approved by the responsible authority.
10. The basement structure must be designed to respond to the findings of the GAR and GMP required under condition 9 and constructed to the satisfaction of the Responsible Authority and in accordance with the following:
 - a) the basement must be a fully-tanked dry basement with no ground water including agricultural (AG) drain collection or disposal into stormwater system and with an allowance made for any hydrostatic pressures in accordance with Council's "Basements and Deep Building Construction Policy 2014" and "Basements and Deep Building Construction Guidelines 2014", or

in the event it is demonstrated that a fully tanked dry basement cannot be achieved or if a wet basement system is proposed, no groundwater including AG drain from the site shall be discharged into the stormwater system. Council does not accept any groundwater (including AG drain) into the stormwater system. Sub-surface water (groundwater) is the responsibility of the property owner to dispose of on site or reach an agreement with the local sewer authority.
11. In any case where the basement design and construction, as required by Conditions 8 & 9 of this permit, does not accord with the plan(s) approved under this permit, the endorsed plan(s) must be amended to the satisfaction and with the written consent of the Responsible Authority.

Melbourne Water's Conditions

12. The dwellings & offices must be constructed with finished floor levels set no lower than 30.82 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 30.52m to AHD.
13. The basement car park to the entry/exist to have an apex set no lower than 30.82 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 30.52m to AHD. The basement to be tanked / all doors, windows & vents to be set 300mm above the applicable flood level to AHD.
14. The buildings must be setback a minimum of 1.0 metres from the eastern boundary of the site for the conveyance of flood flow. This setback must be maintained at natural surface level and no fill or retaining walls are permitted within this setback.
15. The hard waste storage area, bike storage areas and external storage units must be constructed with finished floor levels set no lower than 30.67 metres to AHD, which is 150mm above the applicable flood level of 30.52 metres to AHD, to the satisfaction of the responsible Authority.
16. Imported fill must be kept to a minimum on the property and only be used for the sub floor areas of the dwellings, driveway ramps.

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17. Any new fence/gates, including internal fencing, must be of an open style of construction (minimum 50% open) to allow for the passage of overland flows.
18. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

Sustainable Management Plan

19. Prior to the endorsement of plans required by Condition 1 of this permit, an updated Sustainable Management Plan (SMP) generally in accordance with the report prepared by LID Consulting dated 29 July 2019 providing the following information:
 - Thermal Comfort: Confirm commitment of providing double glazing (or better) to all living areas and bedrooms in the report, otherwise amend BESS assessment reflect this.
 - Private open space: Provide additional notes which show that each dwelling's private open space will be provided with external tap and floor waste.
20. Prior to the occupation of any building approved under this permit, written confirmation from the author of the endorsed SMP is to be submitted to and approved by the Responsible Authority detailing that all of the required measures specified in the SMP have been implemented, to the satisfaction of the Responsible Authority.

Construction Management

21. Prior to the commencement of any buildings and works on the land (including demolition), a Construction Management Plan (CMP), to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority. The CMP must be prepared in accordance with the City of Kingston Construction Management Policy and Construction Management Guidelines. The CMP must specify and deal with, but is not limited to, the following elements:
 - a. Public Safety, Amenity and Site Security
 - b. Traffic Management
 - c. Stakeholder Management
 - d. Operating Hours, Noise and Vibration Controls
 - e. Air Quality and Dust Management
 - f. Stormwater and Sediment Control
 - g. Waste and Materials Re-use

When approved, the plan will be endorsed and will then form part of the permit and shall thereafter be complied with during the undertaking of all works.

Environmental conditions

22. Before the construction of the development authorised by this permit commences, other than demolition and works required by this environmental assessment process, a Site Contamination Assessment Report (SCAR) of the land must be submitted to and approved by the responsible authority. The assessment must be:
 - (a) Carried out by a suitably qualified environmental professional with suitable qualifications who is a member of the Australian Contaminated Land Consultants Association (Victoria);

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- (b) Carried out in accordance with the *Potentially Contaminated Land General Practice Note* (Department of Sustainability and Environment June 2005) to the satisfaction of the responsible authority; and
 - (c) Paid for by the owner or permit holder along with all costs and expenses associated with the preparation of the site contamination assessment report and those incurred by the responsible authority to review the report.
23. The SCAR may draw upon or provide additional material to the report of 18 July 2018 by Greencap and must include:
- (d) A review of the site history, including previous known land uses and activities that may have had the potential to cause contamination of the land, and including anything known about the likelihood and significance of any contamination of the land;
 - (e) Soil testing across the land to allow adequate assessment of the level, nature and distribution of any contamination within, or in close proximity to the land;
 - (f) Details of any provisions, recommendations and requirements (including but not limited to, clean up, construction, ongoing maintenance and monitoring) required to effectively address and manage any contamination within the land; and
 - (g) Recommendations as to whether the land is suitable for the use for which the land is proposed to be developed, and whether an environmental auditor should be appointed under section 53S of the *Environmental Protection Act 1970* (EP Act) to undertake an environmental audit in accordance with the provisions of the EP Act.

The SCAR must be provided in its entirety to the responsible authority.

24. The responsible, upon receipt of the SCAR may direct the owner to procure a peer review of the report and provide that peer review in the form of a written report to the council.
25. If the SCAR and/or any peer review report, determines that an environmental auditor should be appointed under section 53S of the *Environment Protection Act 1970* (EP Act) to undertake an environmental audit in accordance with the provisions of the EP Act, before the construction of the development authorised by this permit commences, the environmental auditor must be appointed and undertake an environmental audit in accordance with the provisions of the EP Act and issue:
- (a) A *certificate of environmental audit* for the land in accordance with section 53Y of the EP Act (certificate); or
 - (b) A *statement of environmental audit* for the land in accordance with section 53Z of the EP Act (statement),

The certificate or statement must be provided to the responsible authority along with any and all reports and other materials provided to or created by the environmental auditor for the purposes of completing the environmental audit, including the report produced by the environmental auditor as a result of the environmental audit.

26. If, pursuant to condition 25, a *statement of environmental audit* is issued:
- (a) The development authorised by this permit must not be undertaken unless the statement clearly states that the land is suitable for the sensitive use for which the land is being developed;

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- (b) The development authorised by this permit must not be undertaken until compliance is achieved with the terms and conditions that the statement states must be complied with before the development commences (pre-commencement conditions);
- (c) Before the construction of the development authorised by this permit commences, a letter prepared by the environmental auditor appointed under condition 25 above, which states that the pre-commencement conditions have been complied with must be submitted to the responsible authority;
- (d) The development authorised by this permit must not be occupied until compliance is achieved with the provisions, recommendations and requirements that the statement states must be implemented and complied with before the development is occupied (pre-occupancy conditions);
- (e) Before the development authorised by this permit is occupied, a letter prepared by the environmental auditor appointed under condition 25 above which states that the pre-occupancy conditions have been complied with must be submitted to the responsible authority;
- (f) If any term or condition of the *statement of environmental audit* requires any ongoing maintenance or monitoring, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an agreement with the responsible authority pursuant to section 173 of the *Planning and Environment Act 1987* (agreement). The agreement must:
 - i provide for the undertaking of the ongoing maintenance and monitoring as required by the statement; and
 - ii be executed before the sensitive use for which the land is being developed commences,

The owner of the land, or other person in anticipation of becoming the owner of the land, must pay all costs and expenses (including legal expenses) of, and incidental to, the agreement (including those incurred by the responsible authority).

27. Written notice of the engagement or termination of the engagement of an environmental auditor to undertake an environmental audit of the land required by this permit must be provided to the responsible authority within 30 days of that engagement or termination.

Infrastructure and Road Works

- 28. Any relocation of pits/power poles or other services affected by this development must be relocated to the satisfaction of the relevant servicing authority and the Responsible Authority, at the cost of the owner/developer.
- 29. Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.
- 30. Any reinstatements and vehicle crossings are to be constructed to the satisfaction of the Responsible Authority.
- 31. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.
- 32. Any redundant vehicle crossings must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority.

**City of Kingston
Ordinary Meeting of Council**

Agenda

23 March 2020

General amenity conditions

33. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.
34. All externally-located heating and cooling units, exhaust fans and the like must not be located adjacent to bedroom windows on adjoining properties and must not be located where they will be highly visible from any public area to the satisfaction of the Responsible Authority.
35. All piping, ducting above the ground floor storey of the development (other than rainwater, guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.
36. All overlooking screens and obscure windows to be fixed and maintained to the satisfaction of the Responsible Authority
37. Exterior lighting proposed within communal areas must be installed in such positions as to effectively illuminate all communal areas to the satisfaction of the Responsible Authority. Such lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect properties within the site or on neighbouring land to the satisfaction of the Responsible Authority.

Completion of Works

38. Prior to the occupation of the dwellings hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.
39. Prior to the occupation of the dwellings hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. Thereafter, the landscaping shall be maintained to the satisfaction of the Responsible Authority.

Time Limits

40. In accordance with section 68 of the *Planning and Environment Act 1987* (the Act), this permit will expire if one of the following circumstances applies:
 - The development is not started within two (2) years from the date of permit issue.
 - The development is not completed within four (4) years from the date of permit issue.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: Any buildings and works (including eaves) to be located within an easement requires separate consent from Council and/or the relevant service authority. This will need to be obtained prior to the issue of a building permit.

Note: Prior to the commencement of the development you are required to obtain the necessary Building Permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

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- Note:** The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.
- Note:** Before removing / pruning any vegetation from the site, the applicant or any contractor engaged to remove any vegetation, should consult Council's Vegetation Management Officer to verify if a Local Laws Permits is required for the removal of such vegetation.
- Note:** Any landscape plan prepared in accordance with conditions must comply with Council's Landscape Checklist.
- Note:** The applicable flood level for the property is 30.52 metres to Australian Height Datum (AHD).
- Note:** Any new garages finished floor levels set no lower than 30.62 metres to AHD.
- Note:** The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the Permit Applicant/Land Owner to contact Council's Property Data Department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.
- If the Permit Applicant/Land Owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural & Urban Addressing / AS/NZS 4819:2011).
- Note:** The development includes fences and steps to be built over the easement. Separate consent from Council and the relevant service authority is required to build over the easement and will need to be obtained prior to the issue of a Building Permit.
- Note:** Please note that during basement construction Council does not permit the discharge of surface water or ground water into the Council drainage system unless a Temporary Discharge Permit (TDP) has been obtained. Application form and other construction related permits can be obtained from the following link: <http://www.kingston.vic.gov.au/Property-and-Development/Construction>
- Note:** Please note for information on how City of Kingston approaches the construction of building and other structures with below ground elements for the benefit of the whole community please refer to City of Kingston 'Basement and Deep Building Construction Policy' and 'Basements and Deep Building Construction Guidelines'. <http://www.kingston.vic.gov.au/Property-and-Development/Engineering-Assessments>
- Note:** The owner(s), occupiers and visitors of the development allowed by this permit may not be eligible for Council resident or visitor parking permits.
- Note:** All buildings and works must be carried out in accordance with the approved Cultural Heritage Management Plan as required by the *Aboriginal Heritage Act 2006*. A copy of the approved CHMP must be held on site during the construction activity.

OR

In the event the Planning Committee wishes to refuse the application, it can do so on the following grounds:

1. The building heights and setbacks are unsympathetic to the existing residential context, and do not provide an appropriate transition as required by the objectives of Precinct 4 of the AZC.
2. The proposed building A and Townhouses fail to achieve an appropriate setback from the southern property boundary and would result in undesired offsite amenity impacts to adjoining properties.
3. The proposal fails to provide a well-designed façade to the north-west to provide an appropriate response to the future public open space.
4. The proposal has not demonstrated the appropriateness of the environmental conditions of the land to be developed for residential purposes.
5. The proposal fails to comply with a number of standards under Clause 58 failing to provide for an adequate level of internal amenity for future residents.

Appendices

Appendix 1 - KP-2018/385 - 2, 4 & 6 Horscroft Place Moorabbin- Considered Plans
(Ref 20/41335)

Author/s: Guillermo Henning, Principal Planner
Reviewed and Approved By: Krystal Blizzard, Team Leader City Development
Ilan Nice, Manager City Development
Jonathan Guttmann, General Manager Planning and Development

8.11

KP-2018/385 - 2, 4 & 6 HORSCROFT PLACE MOORABBIN

1	KP-2018/385 - 2, 4 & 6 Horscroft Place Moorabbin- Considered Plans	81
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PROPOSED RESIDENTIAL DEVELOPMENT

at
4 - 6 HORSCHROFT PLACE
MOORABBIN, VIC 3189

TOWN PLANNING - DRAWING SCHEDULE - REVISION E

TP-00	COVER / LOCALITY PLAN	N/A	@ A1
TP-01	NEIGHBOURHOOD AND SITE DESCRIPTION PLAN	1:500	@ A1
TP-02	DESIGN RESPONSE PLAN	1:500	@ A1
TP-03	PROPOSED SITE & BASEMENT PLAN	1:200	@ A1
TP-04	PROPOSED SITE & GROUND FLOOR PLAN	1:200	@ A1
TP-05	PROPOSED SITE & FIRST FLOOR PLAN	1:200	@ A1
TP-06	PROPOSED SITE & SECOND FLOOR PLAN	1:200	@ A1
TP-07	PROPOSED SITE & THIRD FLOOR PLAN	1:200	@ A1
TP-08	PROPOSED SITE & FOURTH FLOOR PLAN	1:200	@ A1
TP-09	PROPOSED SITE & ROOF PLAN	1:200	@ A1
TP-10	PROPOSED DETAIL PLANS - APARTMENTS BLOCK A (EAST)	1:100	@ A1
TP-11	PROPOSED DETAIL PLANS - APARTMENTS BLOCK A (EAST)	1:100	@ A1
TP-12	PROPOSED DETAIL PLANS - APARTMENTS BLOCK A (EAST)	1:100	@ A1
TP-13	PROPOSED DETAIL PLANS - APARTMENTS BLOCK B (NORTH)	1:100	@ A1
TP-14	PROPOSED DETAIL PLANS - APARTMENTS BLOCK B (NORTH)	1:100	@ A1
TP-15	PROPOSED DETAIL PLANS - APARTMENTS BLOCK B (NORTH)	1:100	@ A1
TP-16	PROPOSED DETAIL PLANS - TOWNHOUSES	1:100	@ A1
TP-17	PROPOSED DETAIL PLANS - TOWNHOUSES	1:100	@ A1
TP-18	MATERIAL SCHEDULE	N/A	@ A1
TP-19	PROPOSED ELEVATIONS	1:100	@ A1
TP-20	PROPOSED ELEVATIONS	1:100	@ A1
TP-21	PROPOSED ELEVATIONS	1:100	@ A1
TP-22	PROPOSED ELEVATIONS	1:100	@ A1
TP-23	EXISTING & PROPOSED STREETSCAPE ELEVATIONS	1:100	@ A1
	PROPOSED SECTIONS	1:100	@ A1
TP-24	PROPOSED SHADOW DIAGRAMS	1:200	@ A1
TP-25	PROPOSED SHADOW DIAGRAMS	1:200	@ A1
TP-26	PROPOSED SHADOW DIAGRAMS	1:200	@ A1
TP-27	PROPOSED SHADOW DIAGRAMS	1:200	@ A1
TP-28	PROPOSED SHADOW DIAGRAMS	1:200	@ A1



LOCALITY PLAN

SCALE: N/A@A1

ENVIRONMENTALLY SUSTAINABLE DESIGN REPORT

PREPARED BY: LOW IMPACT DEVELOPMENT CONSULTING (LID)

- RENEWABLE ENERGY 14KW PV PANELS
- POTABLE (DRINKING) WATER SAVINGS - 50,000L RAINWATER TANK CONNECTED TO TOILETS AND IRRIGATION
- ENERGY AND WATER EFFICIENT HEATING AND COOLING
- ENERGY EFFICIENT HOT WATER SERVICE
- IMPROVED INDOOR AIR QUALITY DUE TO REDUCED USE OF OFF-GASSING MATERIALS
- DAYLIGHT MAXIMISED FOR THIS DESIGN
- POTABLE (DRINKING) WATER EFFICIENT FIXTURES
- ONSITE WATER USE AND INFILTRATION - BEST PRACTICE STORMWATER TREATMENT
- AVOIDANCE OF USE OF RAINFOREST TIMBER
- ENVIRONMENTALLY FRIENDLY MATERIALS CHOICES
- BIKE PARKING SPACE FOR ALL RESIDENTS
- >20% LESS POWER CONSUMED BY LIGHTING

AREA SCHEDULE - SITE AREA	
SITE AREA	9720 m ²
PROPOSED SITE COVER/AREA	1028 m ² (10.5%)
CARDECK/AREA	228 m ² (2.3%)
PERMEABLE AREA	7800 m ² (80.2%)
PERMEABLE OPEN/ACCESSIBLE OPEN SPACE	607 m ²
NUMBER OF FOREPLANTED	42 (SHEDS) + 30 (APARTMENTS)

BASEMENT - AREA SCHEDULE	
RESIDENTIAL CARPOUSES	42 (SHEDS) + 30 (APARTMENTS)
CENTER CAR SERVICES	2 (SHEDS)
BREK AREA	1 (SHEDS)
STORAGE AREA	42 (SHEDS) + 30 (APARTMENTS)

TOWN HOUSES - AREA SCHEDULE										
TOWNHOUSE NO.	GRID	GRID	GRID	GROUND FLOOR	FIRST FL.	SECOND FL.	TOTAL	TOWNHOUSE	SECTION	
TH-01	3	30.3m	60.6m	30.3m	30.3m	30.3m	90.9m	90.9m	90.9m	90.9m
TH-02	3	30.3m	60.6m	30.3m	30.3m	30.3m	90.9m	90.9m	90.9m	90.9m
TH-03	3	30.3m	60.6m	30.3m	30.3m	30.3m	90.9m	90.9m	90.9m	90.9m
TH-04	3	30.3m	60.6m	30.3m	30.3m	30.3m	90.9m	90.9m	90.9m	90.9m
TH-05	3	30.3m	60.6m	30.3m	30.3m	30.3m	90.9m	90.9m	90.9m	90.9m
TH-06	3	30.3m	60.6m	30.3m	30.3m	30.3m	90.9m	90.9m	90.9m	90.9m
TH-07	3	30.3m	60.6m	30.3m	30.3m	30.3m	90.9m	90.9m	90.9m	90.9m
TH-08	3	30.3m	60.6m	30.3m	30.3m	30.3m	90.9m	90.9m	90.9m	90.9m

APARTMENT BLOCK A						
UNIT NO.	UNIT TYPE	GAR	FLOOR AREA	FLOOR TERRACE	TOTAL	
GROUND FLOOR						
01W	2BED	0	130.0m ²	10.0m ²	140.0m ²	
01E	1BED	0	130.0m ²	10.0m ²	140.0m ²	
01B	2BED	0	140.0m ²	10.0m ²	150.0m ²	
FIRST FLOOR						
101	2BED	0	130.0m ²	10.0m ²	140.0m ²	
102	1BED	0	130.0m ²	10.0m ²	140.0m ²	
103	2BED	0	140.0m ²	10.0m ²	150.0m ²	
SECOND FLOOR						
201	2BED	0	130.0m ²	10.0m ²	140.0m ²	
202	2BED+STUDY	0	170.0m ²	20.0m ²	190.0m ²	
THIRD FLOOR						
301	2BED	0	130.0m ²	10.0m ²	140.0m ²	
302	2BED+STUDY	0	170.0m ²	20.0m ²	190.0m ²	
FOURTH FLOOR						
401	2BED	0	130.0m ²	10.0m ²	140.0m ²	
402	2BED	0	130.0m ²	10.0m ²	140.0m ²	

APARTMENT BLOCK B						
UNIT NO.	UNIT TYPE	GAR	FLOOR AREA	FLOOR TERRACE	TOTAL	
GROUND FLOOR						
01	2BED+STUDY	0	170.0m ²	20.0m ²	190.0m ²	
FIRST FLOOR						
101	2BED	0	130.0m ²	10.0m ²	140.0m ²	
SECOND FLOOR						
201	2BED	0	130.0m ²	10.0m ²	140.0m ²	
202	2BED	0	130.0m ²	10.0m ²	140.0m ²	
203	1BED	0	130.0m ²	10.0m ²	140.0m ²	
204	1BED	0	130.0m ²	10.0m ²	140.0m ²	
205	2BED	0	140.0m ²	10.0m ²	150.0m ²	
206	2BED	0	140.0m ²	10.0m ²	150.0m ²	
THIRD FLOOR						
301	2BED	0	130.0m ²	10.0m ²	140.0m ²	
302	2BED	0	130.0m ²	10.0m ²	140.0m ²	
303	1BED	0	130.0m ²	10.0m ²	140.0m ²	
304	1BED	0	130.0m ²	10.0m ²	140.0m ²	
305	2BED	0	140.0m ²	10.0m ²	150.0m ²	
306	2BED	0	140.0m ²	10.0m ²	150.0m ²	
FOURTH FLOOR						
401	2BED	0	130.0m ²	10.0m ²	140.0m ²	
402	2BED	0	130.0m ²	10.0m ²	140.0m ²	
403	1BED	0	130.0m ²	10.0m ²	140.0m ²	
404	1BED	0	130.0m ²	10.0m ²	140.0m ²	
405	2BED	0	140.0m ²	10.0m ²	150.0m ²	

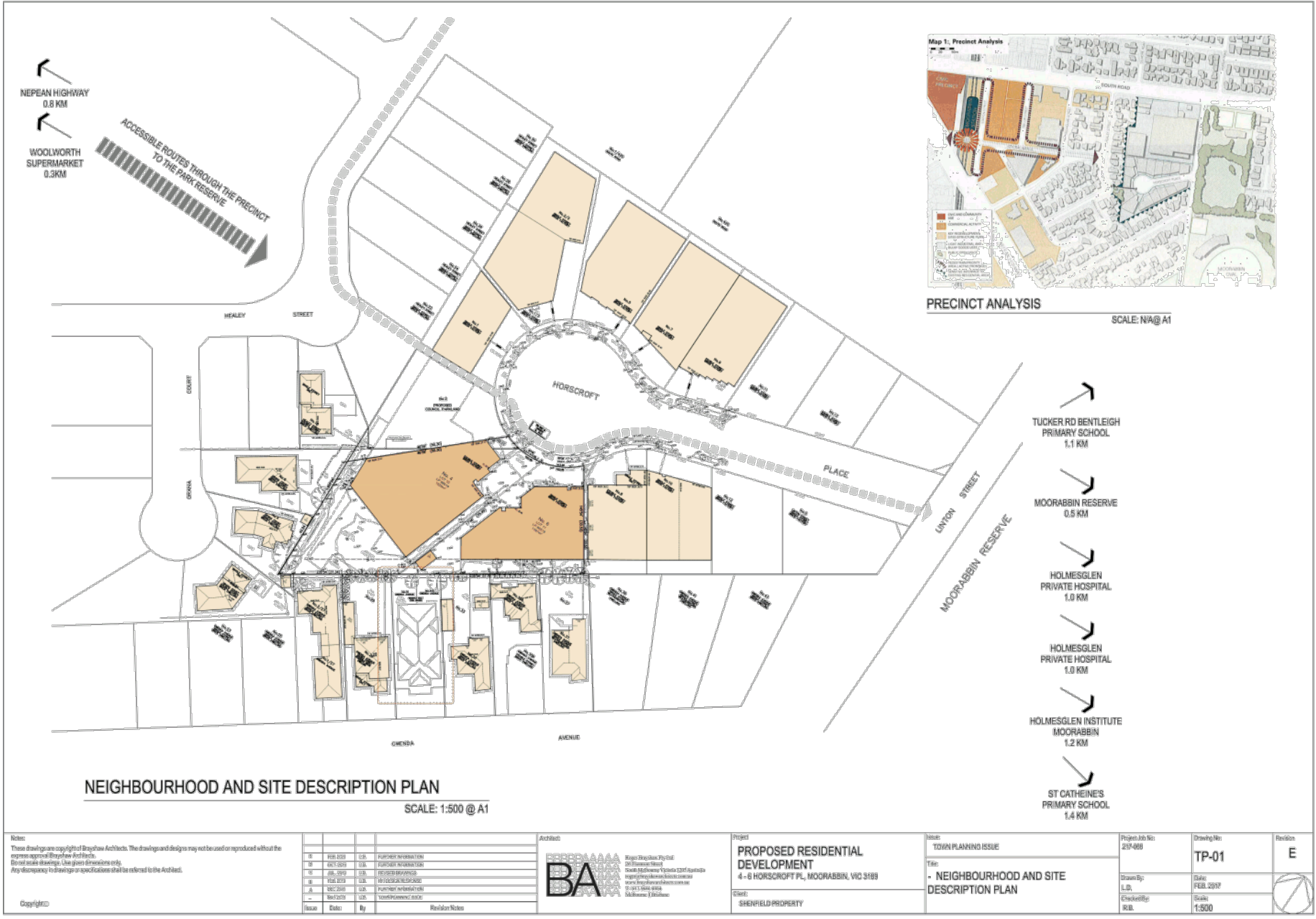
2-STOREY APARTMENTS - AREA SCHEDULE						
TOWNHOUSE NO.	GAR	GROUND FLOOR	FIRST FL.	TOTAL	TOWNHOUSE	SECTION
TH-01	0	68.5m ²	68.5m ²	137.0m ²	137.0m ²	137.0m ²
TH-02	0	68.5m ²	68.5m ²	137.0m ²	137.0m ²	137.0m ²
TH-03	0	68.5m ²	68.5m ²	137.0m ²	137.0m ²	137.0m ²
TH-04	0	68.5m ²	68.5m ²	137.0m ²	137.0m ²	137.0m ²
TH-05	0	68.5m ²	68.5m ²	137.0m ²	137.0m ²	137.0m ²

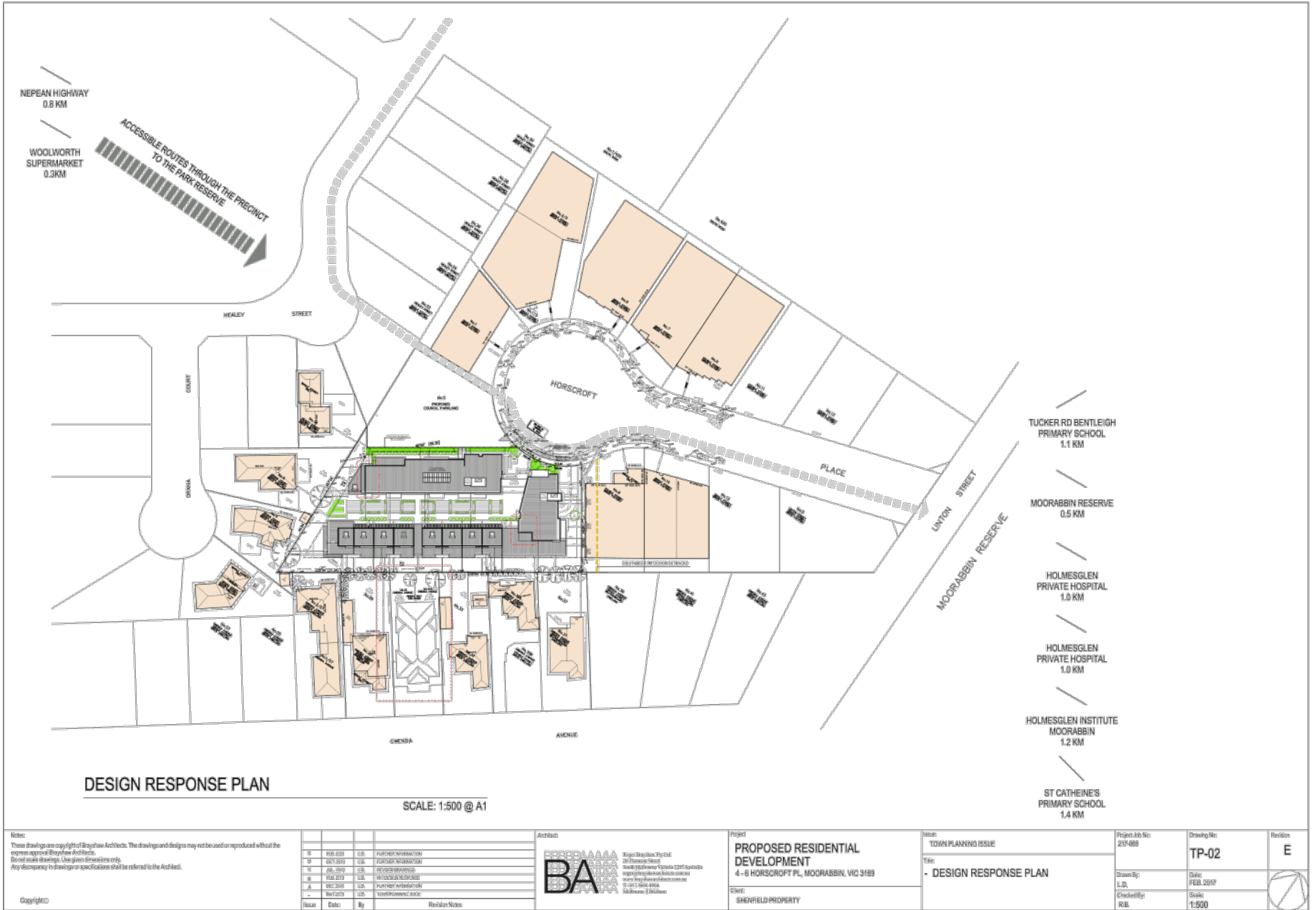
APARTMENT BLOCK A - STORAGE						
UNIT NO.	UNIT TYPE	STORAGE (GROSS FLOOR AREA)	STORAGE (NET FLOOR AREA)	TOTAL		
GROUND FLOOR						
01W	2BED	4.3m ²	4.3m ²	8.6m ²		
01E	1BED	4.3m ²	4.3m ²	8.6m ²		
01B	2BED	8.6m ²	8.6m ²	17.2m ²		
FIRST FLOOR						
101	2BED	4.3m ²	4.3m ²	8.6m ²		
102	1BED	4.3m ²	4.3m ²	8.6m ²		
103	2BED	8.6m ²	8.6m ²	17.2m ²		
SECOND FLOOR						
201	2BED	4.3m ²	4.3m ²	8.6m ²		
202	2BED+STUDY	17.2m ²	20.0m ²	37.2m ²		
THIRD FLOOR						
301	2BED	4.3m ²	4.3m ²	8.6m ²		
302	2BED+STUDY	17.2m ²	20.0m ²	37.2m ²		
FOURTH FLOOR						
401	2BED	4.3m ²	4.3m ²	8.6m ²		
402	2BED	4.3m ²	4.3m ²	8.6m ²		

APARTMENT BLOCK B - STORAGE						
UNIT NO.	UNIT TYPE	STORAGE (GROSS FLOOR AREA)	STORAGE (NET FLOOR AREA)	TOTAL		
GROUND FLOOR						
01	2BED+STUDY	17.2m ²	20.0m ²	37.2m ²		
FIRST FLOOR						
101	2BED	4.3m ²	4.3m ²	8.6m ²		
SECOND FLOOR						
201	2BED	4.3m ²	4.3m ²	8.6m ²		
202	2BED	4.3m ²	4.3m ²	8.6m ²		
203	1BED	4.3m ²	4.3m ²	8.6m ²		
204	1BED	4.3m ²	4.3m ²	8.6m ²		
205	2BED	8.6m ²	8.6m ²	17.2m ²		
206	2BED	8.6m ²	8.6m ²	17.2m ²		
THIRD FLOOR						
301	2BED	4.3m ²	4.3m ²	8.6m ²		
302	2BED	4.3m ²	4.3m ²	8.6m ²		
303	1BED	4.3m ²	4.3m ²	8.6m ²		
304	1BED	4.3m ²	4.3m ²	8.6m ²		
305	2BED	8.6m ²	8.6m ²	17.2m ²		
306	2BED	8.6m ²	8.6m ²	17.2m ²		
FOURTH FLOOR						
401	2BED	4.3m ²	4.3m ²	8.6m ²		
402	2BED	4.3m ²	4.3m ²	8.6m ²		
403	1BED	4.3m ²	4.3m ²	8.6m ²		
404	1BED	4.3m ²	4.3m ²	8.6m ²		
405	2BED	8.6m ²	8.6m ²	17.2m ²		

2-STOREY APARTMENTS - STORAGE						
TOWNHOUSE NO.	STORAGE (GROSS FLOOR AREA)	STORAGE (NET FLOOR AREA)	TOTAL			
TH-01	68.5m ²	68.5m ²	137.0m ²			
TH-02	68.5m ²	68.5m ²	137.0m ²			
TH-03	68.5m ²	68.5m ²	137.0m ²			
TH-04	68.5m ²	68.5m ²	137.0m ²			
TH-05	68.5m ²	68.5m ²	137.0m ²			







DESIGN RESPONSE PLAN

SCALE: 1:500 @ A1

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Issue	Date	By	Revision Notes
10	FEB 2019	S.A.	REVISIONS APPROVAL
10	OCT 2018	S.A.	FOR DESIGN APPROVAL
10	JUL 2019	S.A.	REVISIONS APPROVAL
10	FEB 2019	S.A.	FOR DESIGN APPROVAL
10	FEB 2019	S.A.	FOR DESIGN APPROVAL
10	FEB 2019	S.A.	FOR DESIGN APPROVAL
10	FEB 2019	S.A.	FOR DESIGN APPROVAL
10	FEB 2019	S.A.	FOR DESIGN APPROVAL
10	FEB 2019	S.A.	FOR DESIGN APPROVAL
10	FEB 2019	S.A.	FOR DESIGN APPROVAL

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Melbourne | Brisbane

Project:

PROPOSED RESIDENTIAL DEVELOPMENT
4-6 HORSCROFT PL, MOORABBIN, VIC 3189

Client:

SHELFIELD PROPERTY

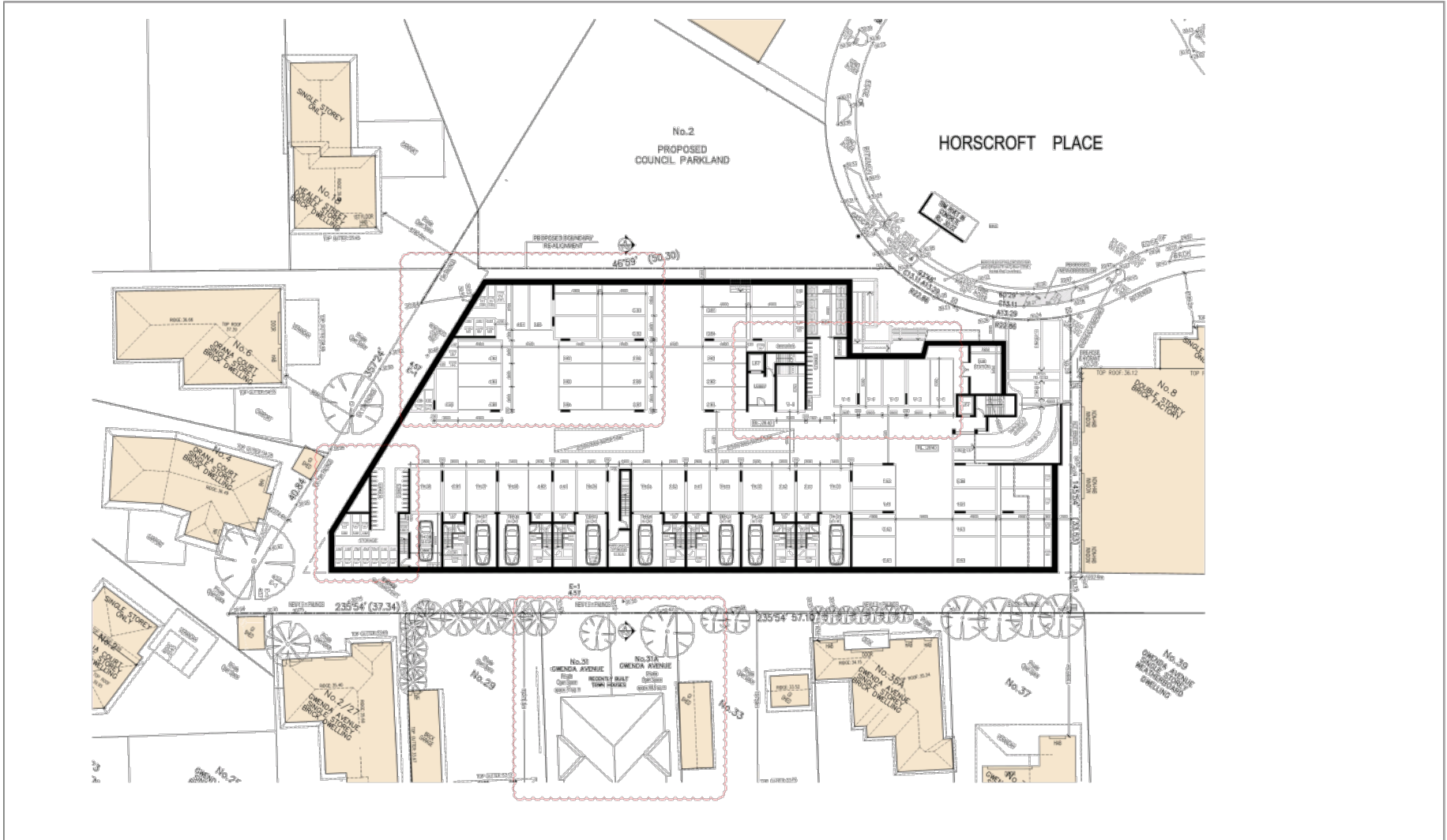
Issue:

TOWN PLANNING ISSUE

Title:

- DESIGN RESPONSE PLAN

Project Job No:	219-089	Drawing No:	TP-02	Revision:	E
Drawn By:	L.B.	Date:	FEB 2019		
Checked By:	R.B.	Scale:	1:500		



PROPOSED BASEMENT PLAN

SCALE: 1:200 @ A1

NOTES:
REFER TO LANDSCAPE PLAN FOR DETAILS

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Issue	Date	By	Revision Notes
10	FEB 2019	DA	PRELIMINARY APPROVAL
10	OCT 2019	DA	FORWARD TO MOORABBIN
10	AUG 2019	DA	REVISED APPROVAL
10	FEB 2019	DA	PRELIMINARY APPROVAL
10	FEB 2019	DA	FORWARD TO MOORABBIN
10	MAY 2019	DA	FORWARD TO MOORABBIN

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Project:

PROPOSED RESIDENTIAL DEVELOPMENT
4-6 HORSCHROFT PL, MOORABBIN, VIC 3189

Client:
SHELFIELD PROPERTY

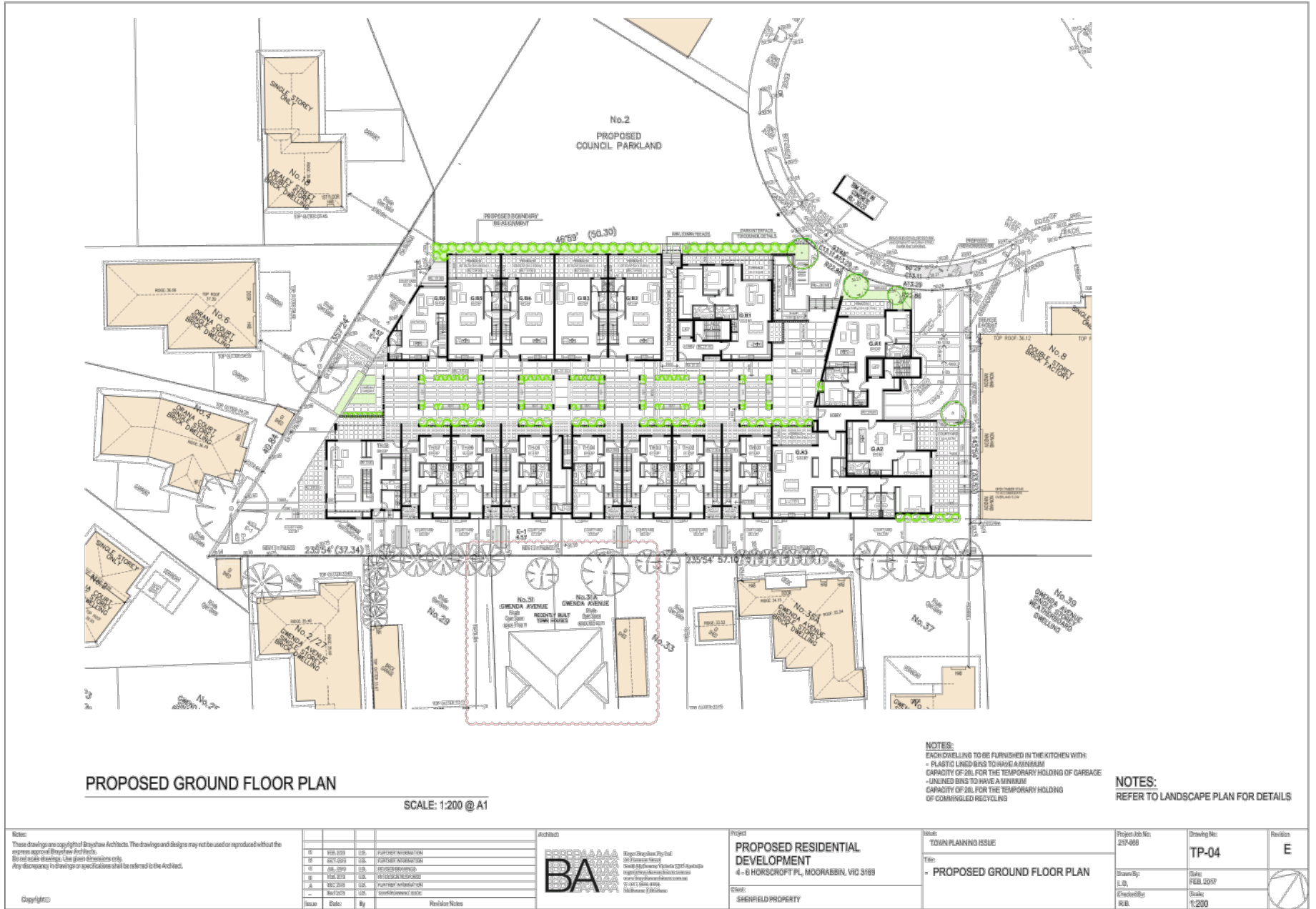
Issue:

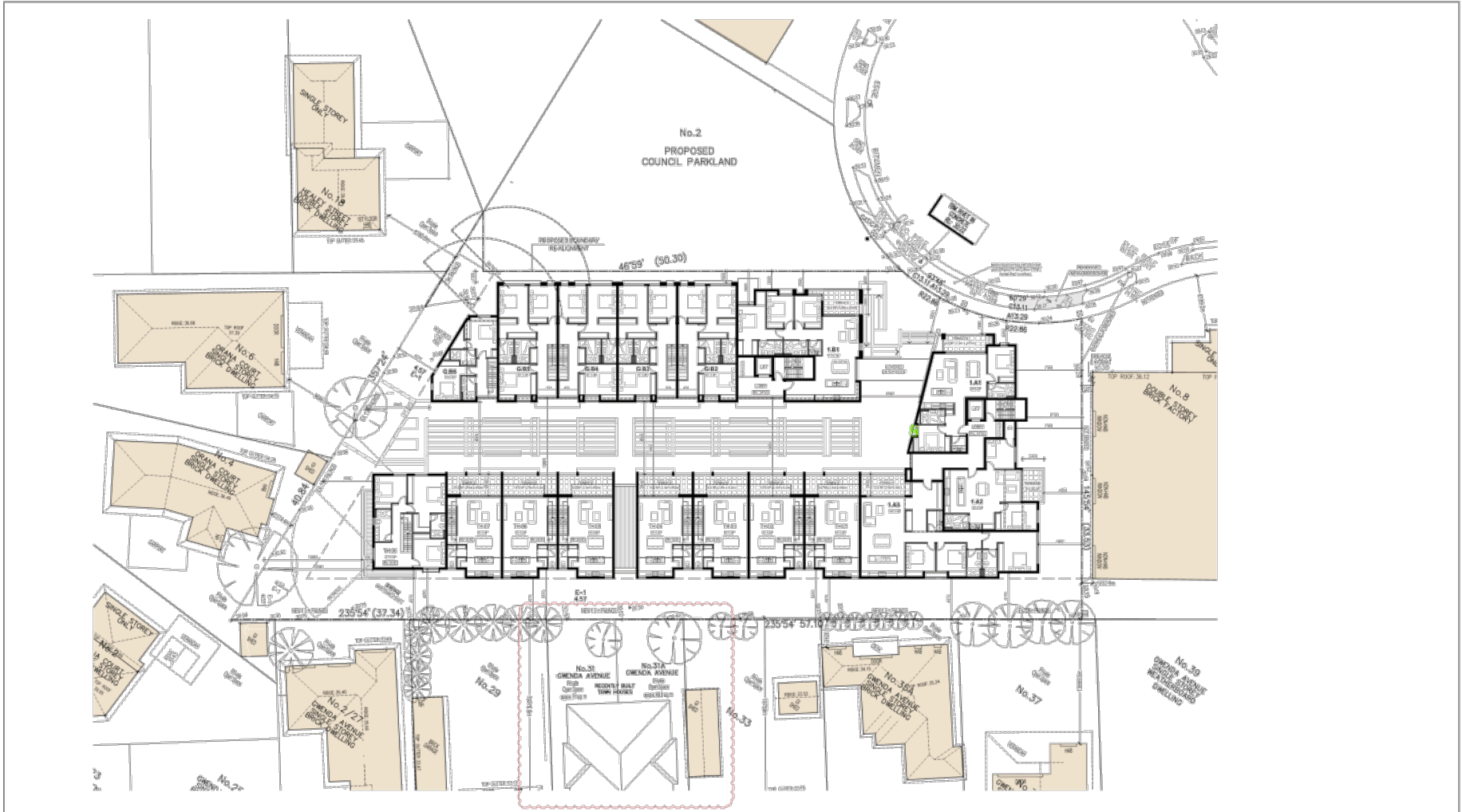
TOWN PLANNING ISSUE

Title:

- PROPOSED BASEMENT PLAN

Project Job No: 219-089	Drawing No: TP-03	Revision: E
Drawn By: L.B.	Date: FEB 2019	
Checked By: R.B.	Scale: 1:200	





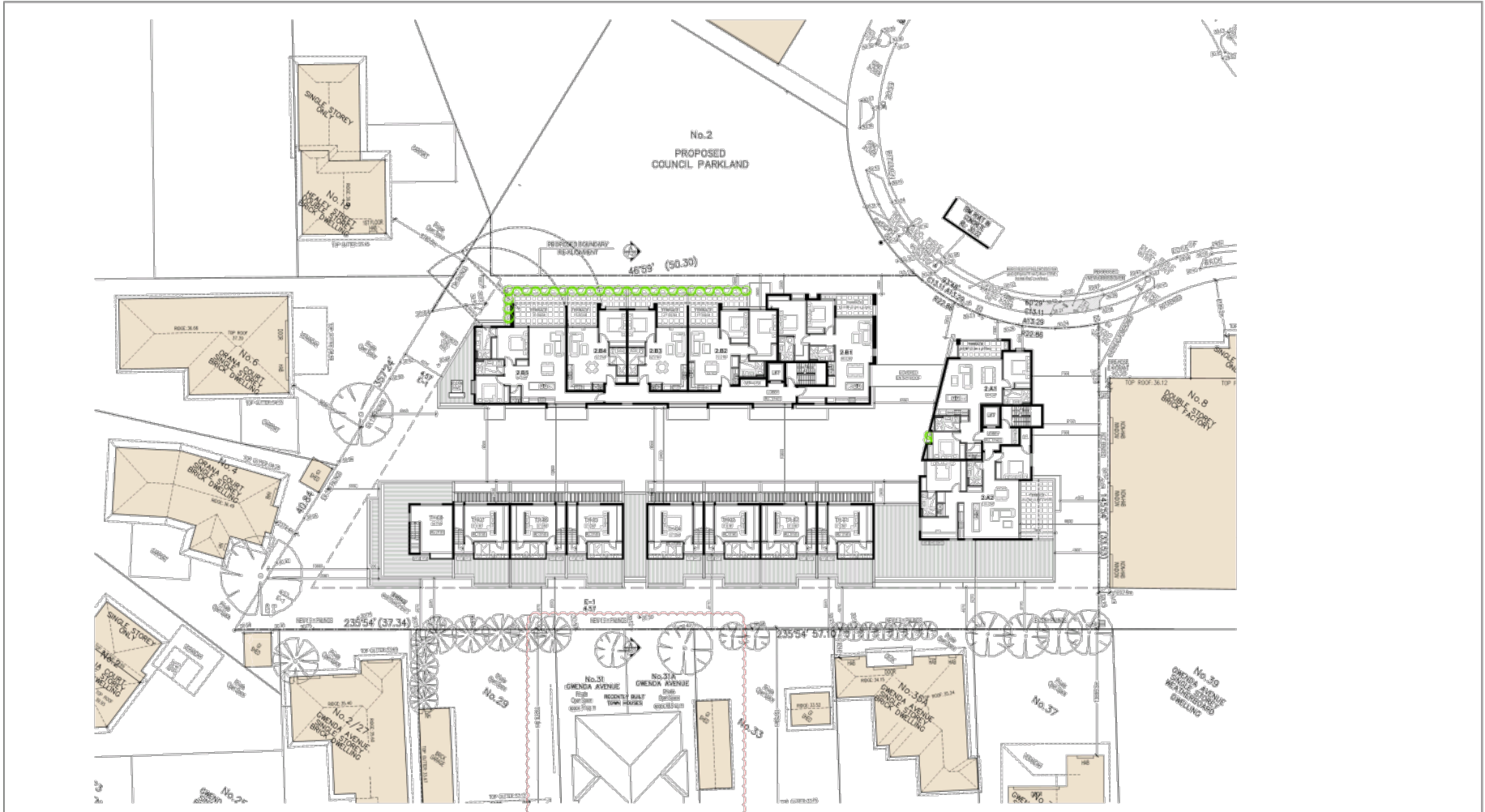
PROPOSED FIRST FLOOR PLAN

SCALE: 1:200 @ A1

NOTES:
 EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
 - UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF COMMINGLED RECYCLING

NOTES:
 REFER TO LANDSCAPE PLAN FOR DETAILS

<p>Notes: These drawings are copyright of Grayshaw Architects. The drawings and designs may not be used or reproduced without the express approval of Grayshaw Architects. Do not scale drawings. Use given dimensions only. Any discrepancy to drawings or specifications shall be referred to the Architect.</p>			<p>Architect:  Grayshaw Architects Pty Ltd 2011 Macaulay Street South Melbourne Victoria 3207 Australia www.grayshawarchitects.com.au G: 03 9593 8800 M: 03 9593 8800</p>		<p>Project: PROPOSED RESIDENTIAL DEVELOPMENT 4-6 HORSCHROFT PL, MOORABBIN, VIC 3189</p>		<p>Issue: TOWN PLANNING ISSUE</p>		<p>Project Job No: 219-089</p>		<p>Drawing No: TP-05</p>		<p>Revision: E</p>																															
<p>Copyright:</p>			<p>Issue:</p> <table border="1"> <thead> <tr> <th>Issue</th> <th>Date</th> <th>By</th> <th>Revision Notes</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>FEB 2019</td> <td>SL</td> <td>PRELIMINARY APPROVAL</td> </tr> <tr> <td>10</td> <td>OCT 2019</td> <td>SL</td> <td>FOR SUBMITTAL</td> </tr> <tr> <td>10</td> <td>JUN 2019</td> <td>SL</td> <td>REVISED APPROVAL</td> </tr> <tr> <td>10</td> <td>FEB 2019</td> <td>SL</td> <td>PRELIMINARY APPROVAL</td> </tr> <tr> <td>10</td> <td>FEB 2019</td> <td>SL</td> <td>FOR SUBMITTAL</td> </tr> <tr> <td>10</td> <td>MAY 2019</td> <td>SL</td> <td>FOR SUBMITTAL</td> </tr> </tbody> </table>		Issue	Date	By	Revision Notes	10	FEB 2019	SL	PRELIMINARY APPROVAL	10	OCT 2019	SL	FOR SUBMITTAL	10	JUN 2019	SL	REVISED APPROVAL	10	FEB 2019	SL	PRELIMINARY APPROVAL	10	FEB 2019	SL	FOR SUBMITTAL	10	MAY 2019	SL	FOR SUBMITTAL	<p>Client: SHELFIELD PROPERTY</p>		<p>Title: - PROPOSED FIRST FLOOR PLAN</p>		<p>Drawn By: L.D.</p>		<p>Date: FEB. 2019</p>		<p>Checked By: R.B.</p>		<p>Scale: 1:200</p>	
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PROPOSED SECOND FLOOR PLAN

SCALE: 1:200 @ A1

NOTES:
 EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
 - UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF COMINGLED RECYCLING

NOTES:
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10	JUN 2019	SL	REVISED APPROVAL
10	FEB 2019	SL	REVISED APPROVAL
10	FEB 2019	SL	FOR SUBMITTAL
10	MAY 2019	SL	FOR SUBMITTAL



Project
PROPOSED RESIDENTIAL DEVELOPMENT
 4-6 HORSCHROFT PL, MOORABBIN, VIC 3189

Client:
 SHELFIELD PROPERTY

Issue:
 TOWN PLANNING ISSUE

Title:
 - PROPOSED SECOND FLOOR PLAN

Project Job No:
 219-089

Drawn By:
 I.L.B.

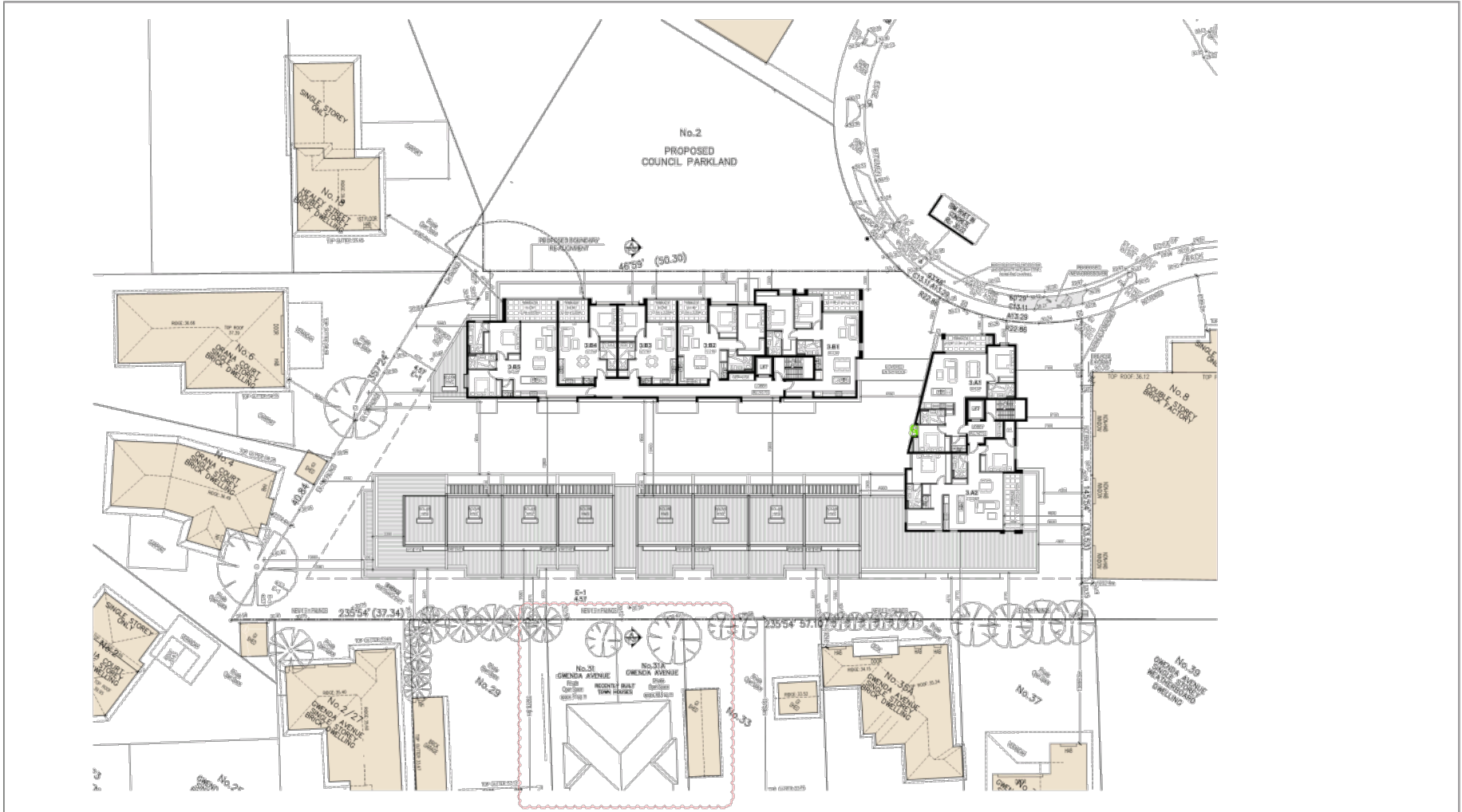
Checked By:
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Drawing No:
 TP-06

Date:
 FEB. 2019

Scale:
 1:200





PROPOSED 3RD FLOOR PLAN

SCALE: 1:200 @ A1

NOTES:
 EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
 - UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF COMMINGLED RECYCLING

NOTES:
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12	JUN 2019	SL	REVISED APPROVAL
13	FEB 2019	SL	REVISED APPROVAL
14	FEB 2019	SL	FOR SUBMITTAL
15	MAY 2019	SL	FOR SUBMITTAL



Project
PROPOSED RESIDENTIAL DEVELOPMENT
 4-6 HORSCHROFT PL, MOORABBIN, VIC 3188

Client:
 SHELFIELD PROPERTY

Issue:
 TOWN PLANNING ISSUE

Title:
 - PROPOSED 3RD FLOOR PLAN

Project Job No:
 219-089

Drawn By:
 L.D.

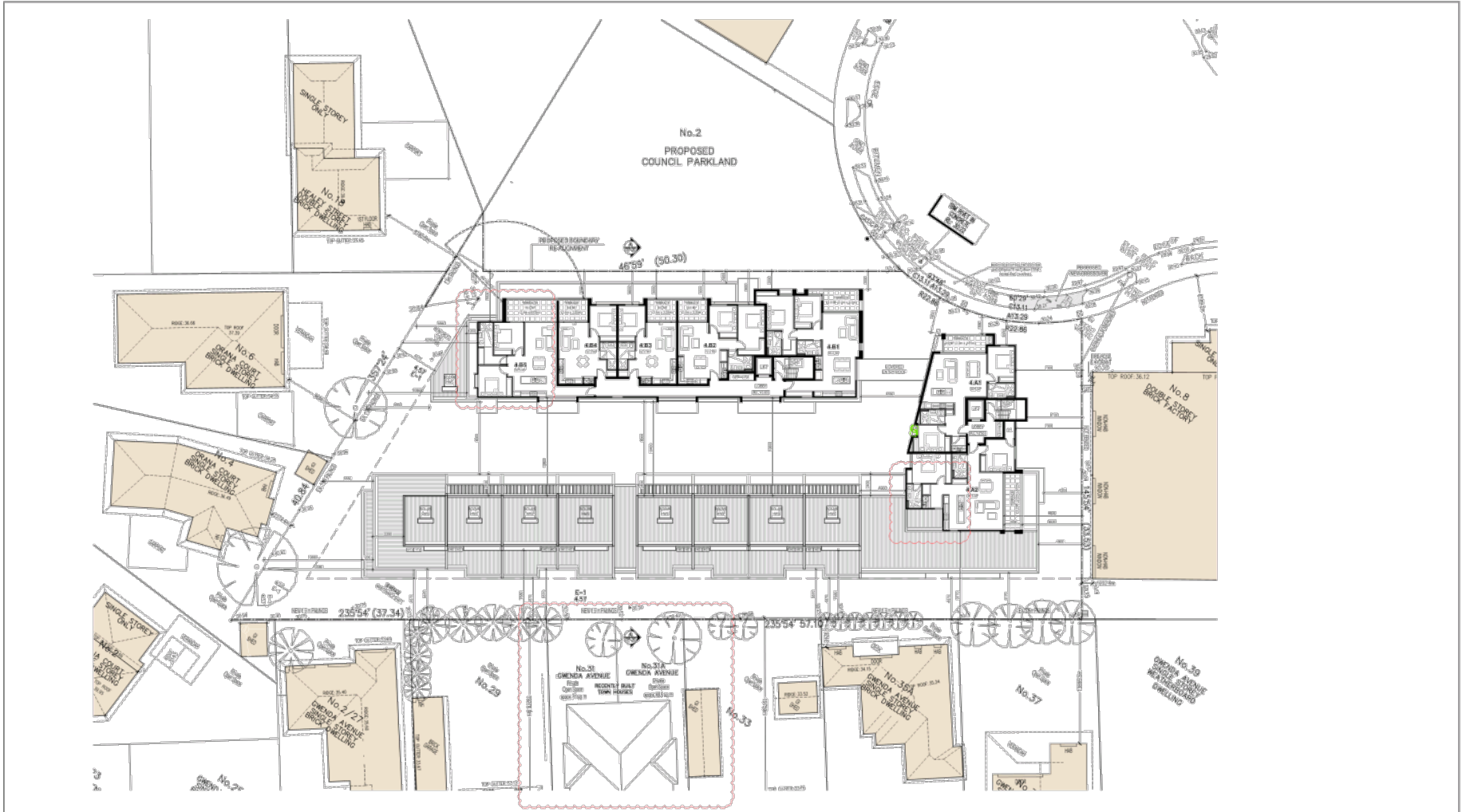
Checked By:
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Drawing No:
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Date:
 FEB. 2019

Scale:
 1:125





PROPOSED 4TH FLOOR PLAN

SCALE: 1:200 @ A1

NOTES:
 EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
 - UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF COMINGLED RECYCLING

NOTES:
 REFER TO LANDSCAPE PLAN FOR DETAILS

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10	FEB 2019	SL	REVISED INFORMATION
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10	JUN 2019	SL	REVISED DRAWINGS
10	FEB 2019	SL	REVISED INFORMATION
10	FEB 2019	SL	REVISED INFORMATION
10	MAY 2019	SL	REVISED INFORMATION



Project
PROPOSED RESIDENTIAL DEVELOPMENT
 4 - 6 HORSCHROFT PL, MOORABBIN, VIC 3189

Client:
 SHELFIELD PROPERTY

Issue:
 TOWN PLANNING ISSUE

Title:
 - PROPOSED 4TH FLOOR PLAN

Project Job No:
 219-089

Drawn By:
 L.D.

Checked By:
 R.B.

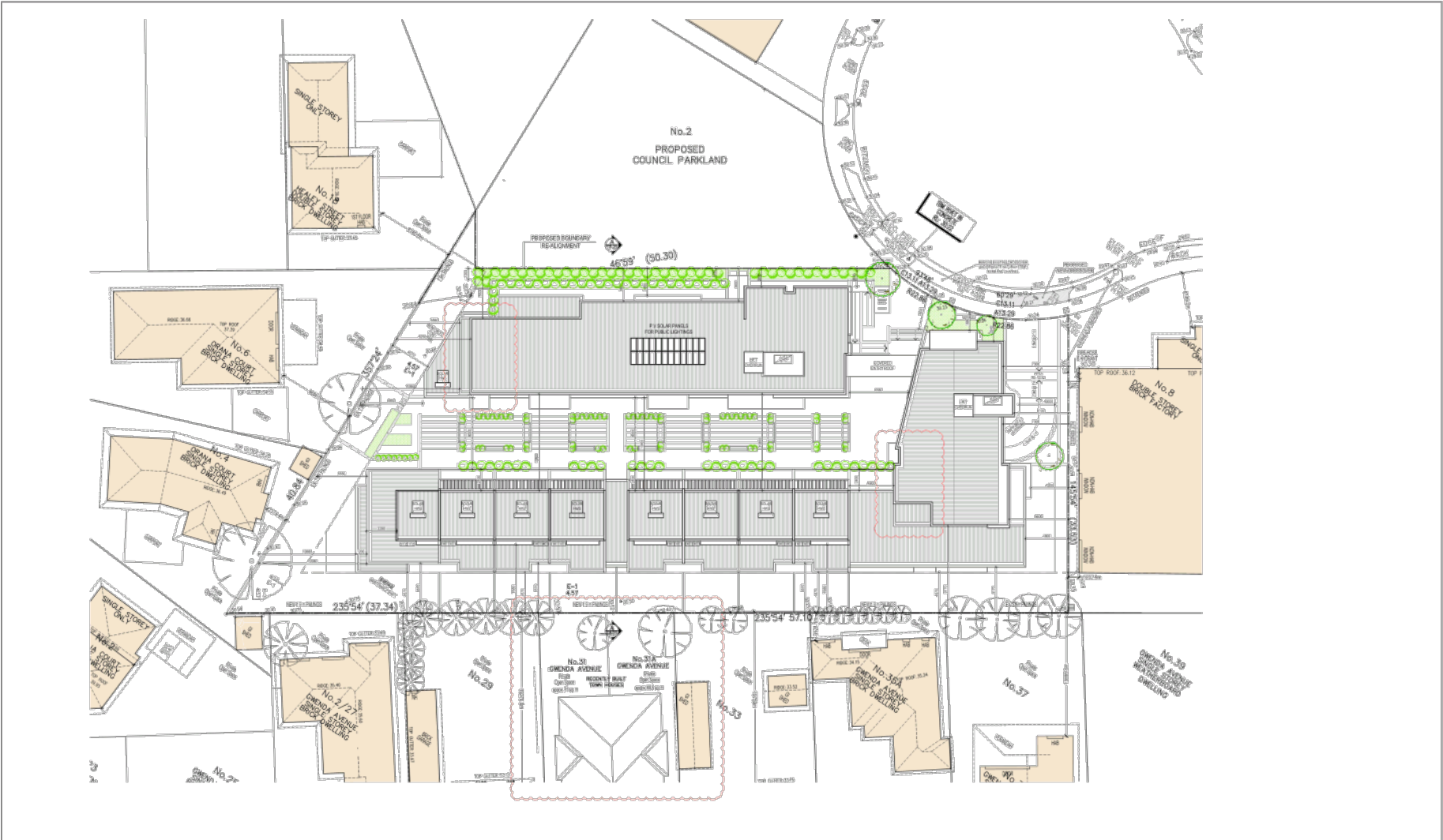
Drawing No:
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Date:
 FEB. 2019

Scale:
 1:200

Revision:
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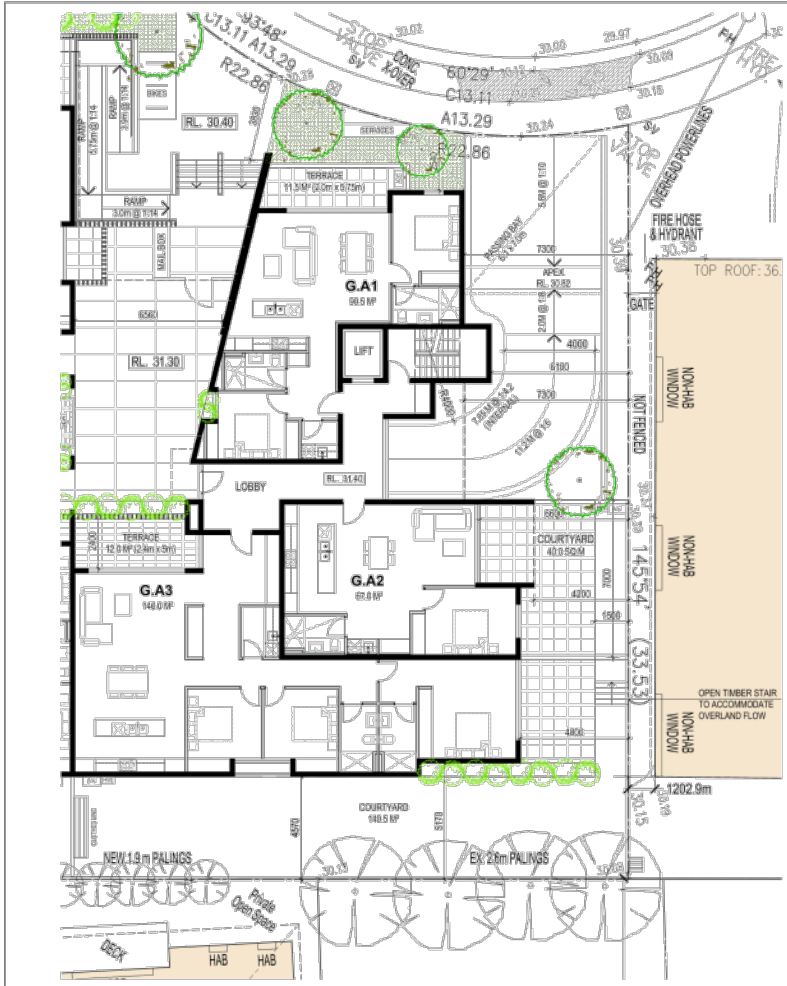


PROPOSED ROOF PLAN

SCALE: 1:200 @ A1

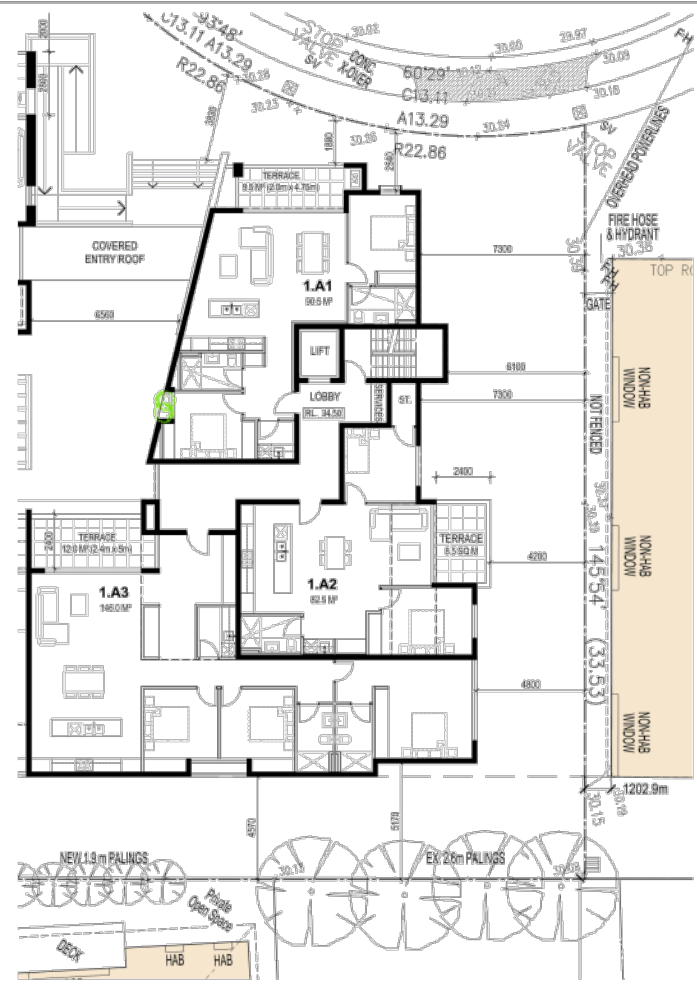
NOTES:
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APARMENT BUILDING A (EAST) - GROUND FL. PLAN

SCALE: 1:100 @ A1



APARMENT BUILDING A (EAST) - FIRST FL. PLAN

SCALE: 1:100 @ A1

DWELLING AMENITY

APARTMENT BLOCK A						
UNIT No.	TERRACE (sqm)	COURT (sqm)	BATH (sqm)	BEDROOM (sqm)	KITCHEN (sqm)	STORAGE (sqm)
GROUND FLOOR						
G.A1	Y	Y	Y	Y	Y	Y
G.A2	Y	Y	Y	Y	Y	Y
G.A3	Y	Y	Y	Y	Y	Y
FIRST FLOOR						
1.A1	Y	Y	Y	Y	Y	Y
1.A2	Y	Y	Y	Y	Y	Y
1.A3	Y	Y	Y	Y	Y	Y
SECOND FLOOR						
2.A1	Y	Y	Y	Y	Y	Y
2.A2	Y	Y	Y	Y	Y	Y
THIRD FLOOR						
3.A1	Y	Y	Y	Y	Y	Y
3.A2	Y	Y	Y	Y	Y	Y
FOURTH FLOOR						
4.A1	Y	Y	Y	Y	Y	Y
4.A2	Y	Y	Y	Y	Y	Y

LEGEND:

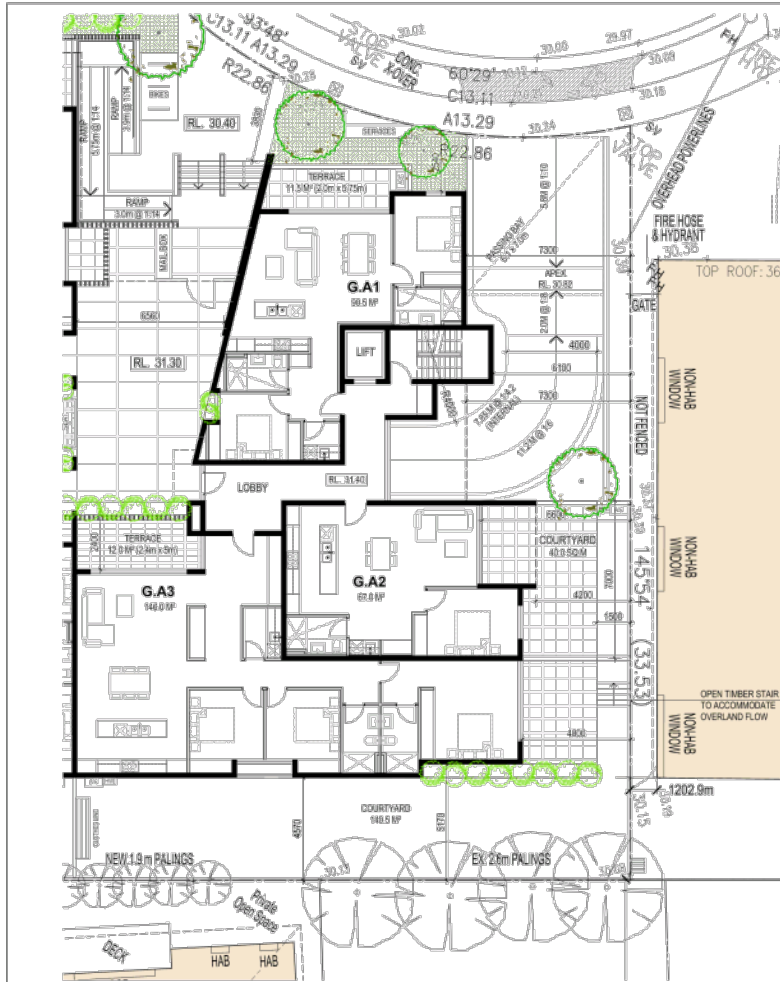
- Y: FULLY COMPLETED (WITH FINISHES)
 - N: NOT COMPLETED (WITHOUT FINISHES)
 - : GROSS VENTILATION PATH
- ALL APARTMENTS SHOWN ON CEILING HEIGHT FOR HABITABLE ROOMS EXCLUDED AND SERVICES ARE PROPOSED ABOVE CEILING

APARTMENT BLOCK A - STORAGE				
UNIT No.	EXTERNAL STORAGE	INTERNAL STORAGE (KITCHEN, BATH, BED)	OTHERS	TOTAL
GROUND FLOOR				
G.A1	0.0m²	0.0m²	0.0m²	0.0m²
G.A2	0.0m²	0.0m²	0.0m²	0.0m²
G.A3	0.0m²	0.0m²	0.0m²	0.0m²
FIRST FLOOR				
1.A1	0.0m²	0.0m²	0.0m²	0.0m²
1.A2	0.0m²	0.0m²	0.0m²	0.0m²
1.A3	0.0m²	0.0m²	0.0m²	0.0m²
SECOND FLOOR				
2.A1	0.0m²	0.0m²	0.0m²	0.0m²
2.A2	0.0m²	0.0m²	0.0m²	0.0m²
THIRD FLOOR				
3.A1	0.0m²	0.0m²	0.0m²	0.0m²
3.A2	0.0m²	0.0m²	0.0m²	0.0m²
FOURTH FLOOR				
4.A1	0.0m²	0.0m²	0.0m²	0.0m²
4.A2	0.0m²	0.0m²	0.0m²	0.0m²

- NOTES:
- EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
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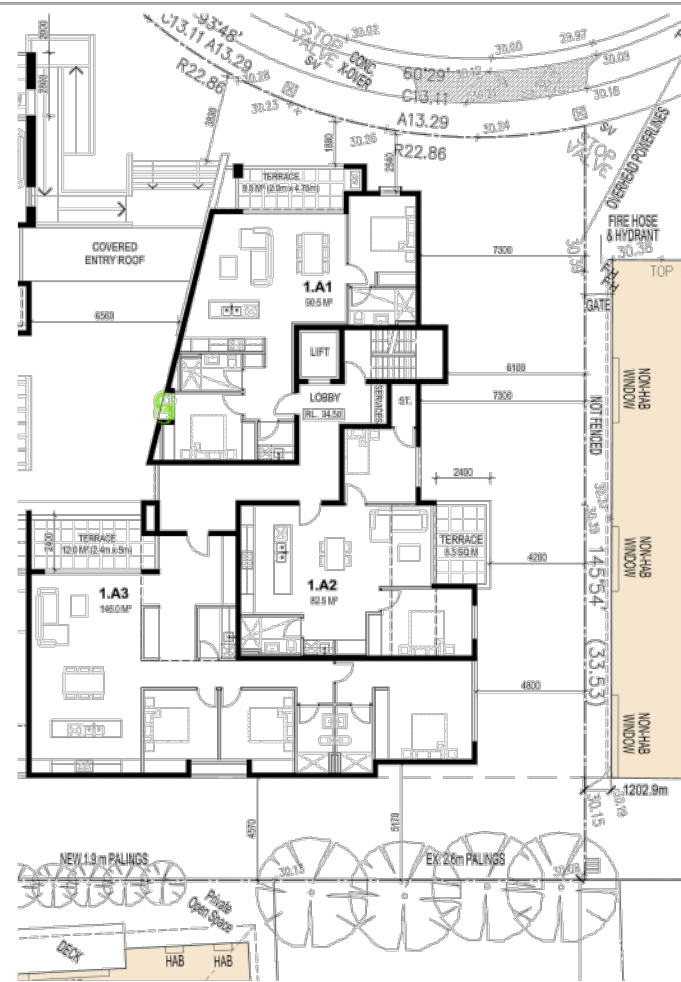
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APARMENT BUILDING A (EAST) - GROUND FL. PLAN

SCALE: 1:100 @ A1



APARMENT BUILDING A (EAST) - FIRST FL. PLAN

SCALE: 1:100 @ A1

DWELLING AMENITY

APARTMENT BLOCK A						
UNIT No.	TERRACE (SQM)	ROOM (SQM)	BATH (SQM)	BEDROOM (SQM)	PROPERTY (SQM)	WATER (SQM)
GROUND FLOOR						
G.A.1	Y	Y	Y	Y	Y	Y
G.A.2	Y	Y	Y	Y	Y	Y
G.A.3	Y	Y	Y	Y	Y	Y
FIRST FLOOR						
1.A.1	Y	Y	Y	Y	Y	Y
1.A.2	Y	Y	Y	Y	Y	Y
1.A.3	Y	Y	Y	Y	Y	Y
SECOND FLOOR						
2.A.1	Y	Y	Y	Y	Y	Y
2.A.2	Y	Y	Y	Y	Y	Y
THIRD FLOOR						
3.A.1	Y	Y	Y	Y	Y	Y
3.A.2	Y	Y	Y	Y	Y	Y
FOURTH FLOOR						
4.A.1	Y	Y	Y	Y	Y	Y
4.A.2	Y	Y	Y	Y	Y	Y

LEGEND:

- Y: FULLY COMPLETED (WITH ALL FINISHES)
 - N: NOT COMPLETED
- GROSS VENTILATION PATH
- ALL APARTMENTS SHOWN ON CEILING HEIGHT FOR HABITABLE ROOMS EXCLUDED AND SERVICES ARE PICTURED ABOVE THE ROOMS

APARTMENT BLOCK A - STORAGE				
UNIT No.	EXTERNAL STORAGE	INTERNAL STORAGE (KITCHEN, BATH, BED)	OTHERS	TOTAL
GROUND FLOOR				
G.A.1	0.0m²	0.0m²	0.0m²	0.0m²
G.A.2	0.0m²	0.0m²	0.0m²	0.0m²
G.A.3	0.0m²	0.0m²	0.0m²	0.0m²
FIRST FLOOR				
1.A.1	0.0m²	0.0m²	0.0m²	0.0m²
1.A.2	0.0m²	0.0m²	0.0m²	0.0m²
1.A.3	0.0m²	0.0m²	0.0m²	0.0m²
SECOND FLOOR				
2.A.1	0.0m²	0.0m²	0.0m²	0.0m²
2.A.2	0.0m²	0.0m²	0.0m²	0.0m²
THIRD FLOOR				
3.A.1	0.0m²	0.0m²	0.0m²	0.0m²
3.A.2	0.0m²	0.0m²	0.0m²	0.0m²
FOURTH FLOOR				
4.A.1	0.0m²	0.0m²	0.0m²	0.0m²
4.A.2	0.0m²	0.0m²	0.0m²	0.0m²

- NOTES:
- EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
 - UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF COMMINGLED RECYCLING

NOTES:
REFER TO LANDSCAPE PLAN FOR DETAILS

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Issue	Date	By	Revision Notes
10	08.03.2018	DA	PRELIMINARY APPROVAL
11	08.03.2018	DA	PRELIMINARY APPROVAL
12	08.03.2018	DA	PRELIMINARY APPROVAL
13	08.03.2018	DA	PRELIMINARY APPROVAL
14	08.03.2018	DA	PRELIMINARY APPROVAL
15	08.03.2018	DA	PRELIMINARY APPROVAL
16	08.03.2018	DA	PRELIMINARY APPROVAL
17	08.03.2018	DA	PRELIMINARY APPROVAL
18	08.03.2018	DA	PRELIMINARY APPROVAL
19	08.03.2018	DA	PRELIMINARY APPROVAL
20	08.03.2018	DA	PRELIMINARY APPROVAL



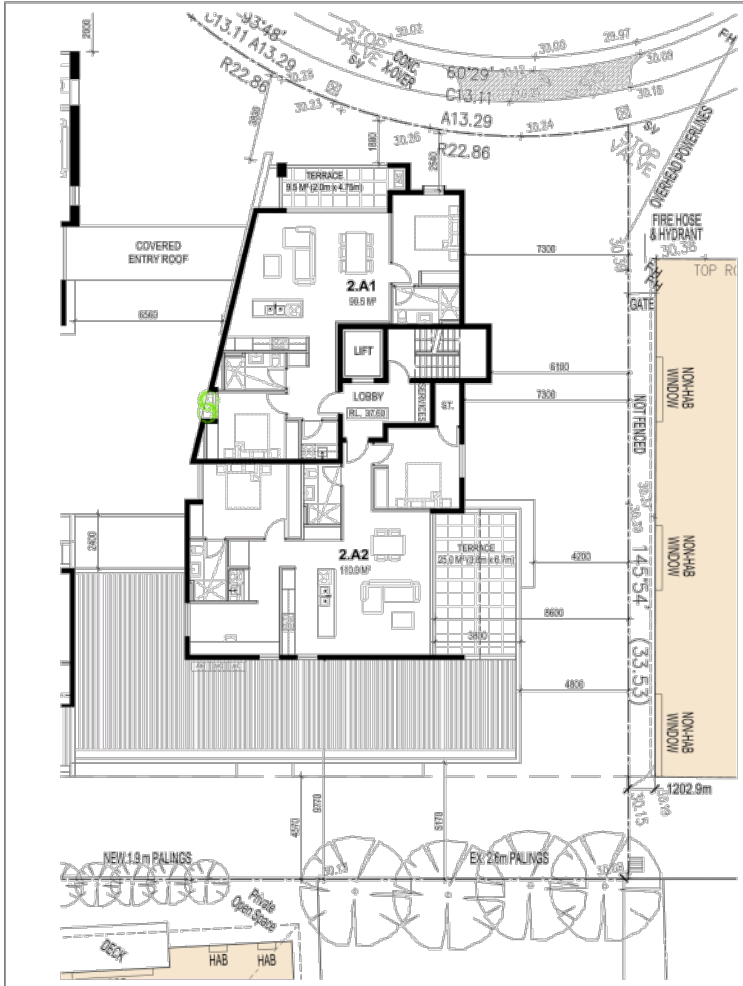
Project:
PROPOSED RESIDENTIAL DEVELOPMENT
4-6 HORSACROFT PL, MOORABBIN, VIC 3188

Client:
SHEFFIELD PROPERTY

Issue:
TOWN PLANNING ISSUE

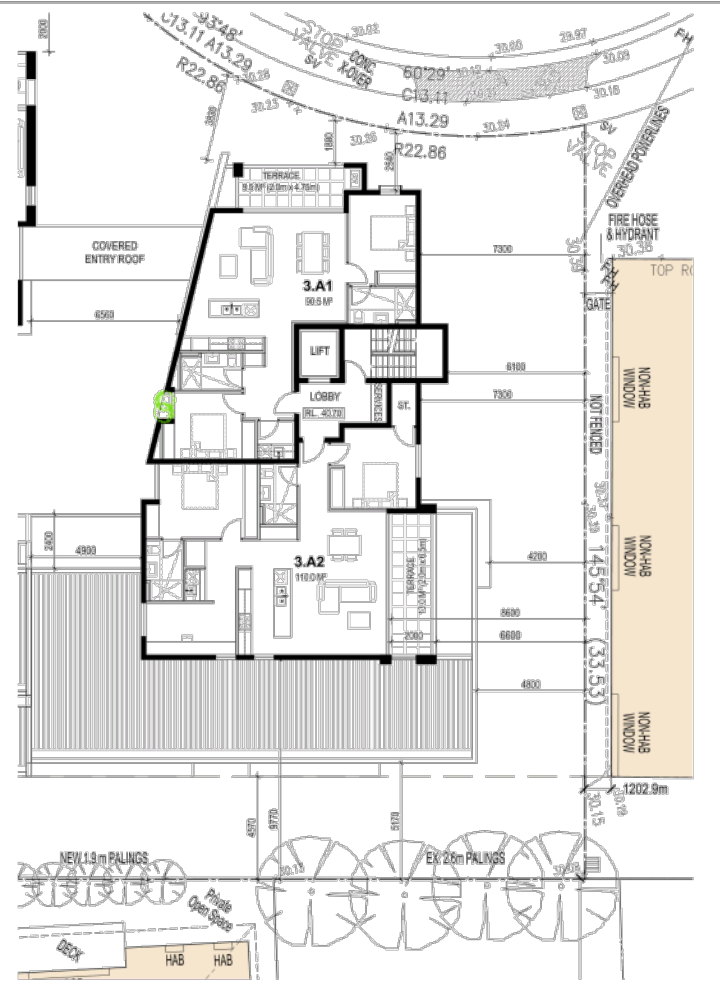
Title:
- APARTMENT BUILDING A (EAST) DETAIL PLANS

Project Job No.	Drawing No.	Revision
219-088	TP-10	E
Drawn By: L.B.	Date: FEB. 2018	
Checked By: R.B.	Scale: 1:100	



APARMENT BUILDING A (EAST) - SECOND FL. PLAN

SCALE: 1:100 @ A1



APARMENT BUILDING A (EAST) - THIRD FL. PLAN

SCALE: 1:100 @ A1

DWELLING AMENITY

APARTMENT BLOCK A							
FLOOR	UNIT NO.	BEDROOMS	BATHS	LIVING AREAS	KITCHENS	TERRACES	STORAGE
GROUND FLOOR	G.A1	Y	Y	Y	Y	Y	Y
	G.A2	Y	Y	Y	Y	Y	Y
	G.A3	Y	Y	Y	Y	Y	Y
FIRST FLOOR	1.A1	Y	Y	Y	Y	Y	Y
	1.A2	Y	Y	Y	Y	Y	Y
	1.A3	Y	Y	Y	Y	Y	Y
SECOND FLOOR	2.A1	Y	Y	Y	Y	Y	Y
	2.A2	Y	Y	Y	Y	Y	Y
THIRD FLOOR	3.A1	Y	Y	Y	Y	Y	Y
	3.A2	Y	Y	Y	Y	Y	Y
FOURTH FLOOR	4.A1	Y	Y	Y	Y	Y	Y
	4.A2	Y	Y	Y	Y	Y	Y

LEGEND:
 Y: FULLY FURNISHED WITH ALL STAIRGARDES
 N: GROSS VENTILATION PATH

ALL APARTMENTS SHOWN ON CEILING HEIGHT FOR BATHROOMS ROOMS EXCLUDED AND SERVICES ARE PROVIDED ABOVE LISTED

APARTMENT BLOCK A - STORAGE				
UNIT NO.	EXTERNAL STORAGE	INTERNAL STORAGE (KITCHEN, BATH, BED)	OTHERS	TOTAL
GROUND FLOOR				
G.A1	0.0m ²	0.0m ²	0.0m ²	0.0m ²
G.A2	0.0m ²	0.0m ²	0.0m ²	0.0m ²
G.A3	0.0m ²	0.0m ²	0.0m ²	0.0m ²
FIRST FLOOR				
1.A1	0.0m ²	0.0m ²	0.0m ²	0.0m ²
1.A2	0.0m ²	0.0m ²	0.0m ²	0.0m ²
1.A3	0.0m ²	0.0m ²	0.0m ²	0.0m ²
SECOND FLOOR				
2.A1	0.0m ²	0.0m ²	0.0m ²	0.0m ²
2.A2	0.0m ²	0.0m ²	0.0m ²	0.0m ²
THIRD FLOOR				
3.A1	0.0m ²	0.0m ²	0.0m ²	0.0m ²
3.A2	0.0m ²	0.0m ²	0.0m ²	0.0m ²
FOURTH FLOOR				
4.A1	0.0m ²	0.0m ²	0.0m ²	0.0m ²
4.A2	0.0m ²	0.0m ²	0.0m ²	0.0m ²

NOTES:
 EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
 - UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF COMMUNAL RECYCLING

NOTES:
 REFER TO LANDSCAPE PLAN FOR DETAILS

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Issue	Date	By	Revision Notes
1	10.08.2017	DA	REVISED PER ARCHITECT
2	10.08.2017	DA	REVISED PER ARCHITECT
3	10.08.2017	DA	REVISED PER ARCHITECT
4	10.08.2017	DA	REVISED PER ARCHITECT
5	10.08.2017	DA	REVISED PER ARCHITECT


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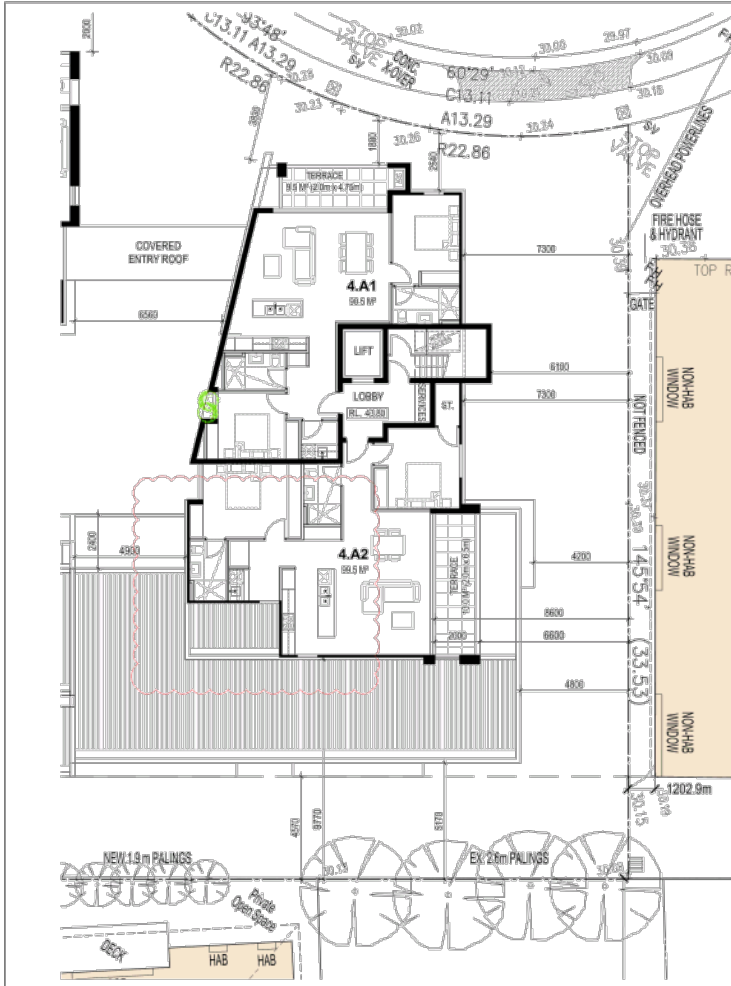
Project: **PROPOSED RESIDENTIAL DEVELOPMENT**
 4-6 HORSACROFT PL, MOORABBIN, VIC 3189

Client: **SHELFIELD PROPERTY**

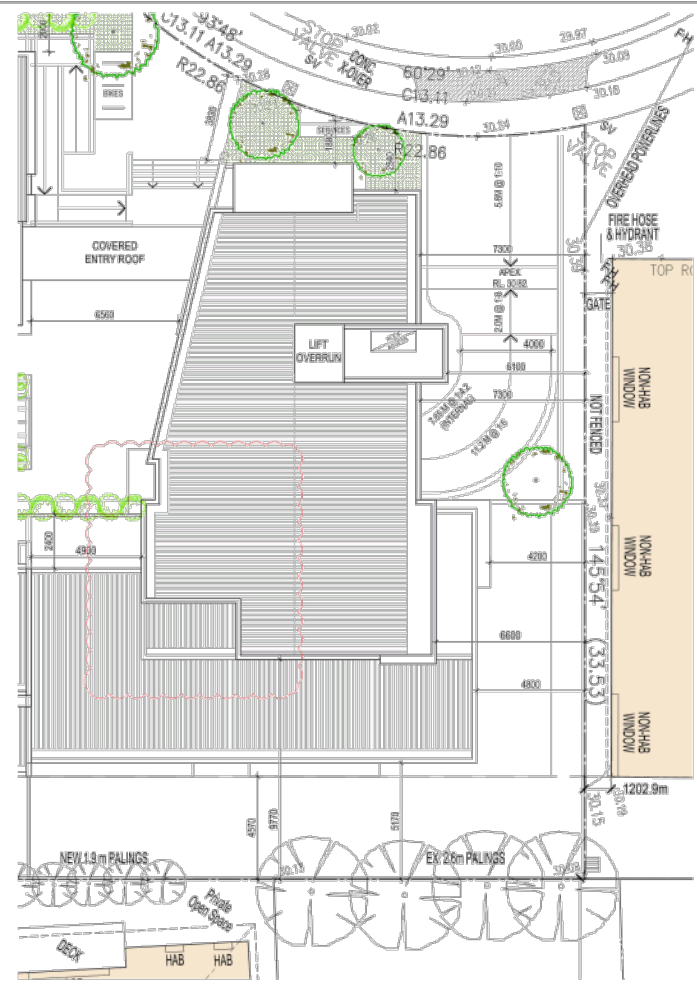
Issue: **TOWN PLANNING ISSUE**

Title: **- APARTMENT BUILDING A (EAST) DETAIL PLANS**

Project Job No: 219-088	Drawing No: TP-11	Revision: E
Drawn By: J.L.B.	Date: FEB. 2017	
Checked By: R.B.L.	Scale: 1:100	



APARMENT BUILDING A (EAST) - FOURTH FL. PLAN
SCALE: 1:100 @ A1



APARMENT BUILDING A (EAST) - ROOF PLAN
SCALE: 1:100 @ A1

APARTMENT BLOCK A						
UNIT NO.	FURNITURE LAYOUT	ROOM REPORT	STAIRS	STAIRS/ ELEVATOR	PROPERTY (GROSS AREA)	ACCESSIBILITY
GROUND FLOOR						
0.A1	Y	Y	Y	Y	Y	Y
0.A2	Y	Y	Y	Y	Y	Y
0.A3	Y	Y	Y	Y	Y	Y
FIRST FLOOR						
1.A1	Y	Y	Y	Y	Y	Y
1.A2	Y	Y	Y	Y	Y	Y
1.A3	Y	Y	Y	Y	Y	Y
SECOND FLOOR						
2.A1	Y	Y	Y	Y	Y	Y
2.A2	Y	Y	Y	Y	Y	Y
THIRD FLOOR						
3.A1	Y	Y	Y	Y	Y	Y
3.A2	Y	Y	Y	Y	Y	Y
FOURTH FLOOR						
4.A1	Y	Y	Y	Y	Y	Y
4.A2	Y	Y	Y	Y	Y	Y

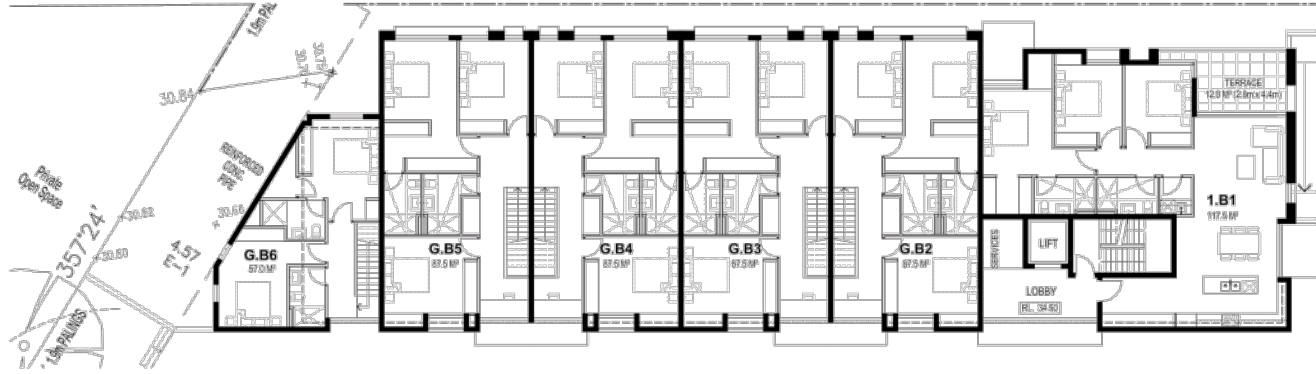
LEGEND:
 Y: FULLY COMPLIANT
 N: NOT FULLY COMPLIANT WITH ALL STANDARDS
 ---: GROSS VENTILATION PATH
 !: APARTMENTS SHOWN ON CEILING HEIGHT FOR HYDRANT ROOM EXCLUDED AND SERVICES ARE PROVIDED ABOVE THE ROOM

APARTMENT BLOCK A - STORAGE				
UNIT NO.	CURTAIN GARAGE	STORAGE (CLOSET, WARDROBE, etc.)	OTHERS	TOTAL
GROUND FLOOR				
0.A1	0.0m²	0.0m²	0.0m²	0.0m²
0.A2	0.0m²	0.0m²	0.0m²	0.0m²
0.A3	0.0m²	0.0m²	0.0m²	0.0m²
FIRST FLOOR				
1.A1	0.0m²	0.0m²	0.0m²	0.0m²
1.A2	0.0m²	0.0m²	0.0m²	0.0m²
1.A3	0.0m²	0.0m²	0.0m²	0.0m²
SECOND FLOOR				
2.A1	0.0m²	0.0m²	0.0m²	0.0m²
2.A2	0.0m²	0.0m²	0.0m²	0.0m²
THIRD FLOOR				
3.A1	0.0m²	0.0m²	0.0m²	0.0m²
3.A2	0.0m²	0.0m²	0.0m²	0.0m²
FOURTH FLOOR				
4.A1	0.0m²	0.0m²	0.0m²	0.0m²
4.A2	0.0m²	0.0m²	0.0m²	0.0m²

NOTES:
 EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
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NOTES:
 REFER TO LANDSCAPE PLAN FOR DETAILS

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06	MAY 2019	SJA	FOR SUBMITTAL TO THE COUNCIL																															



APARTMENT BUILDING B (NORTH) - PROPOSED FIRST FLOOR PLAN

SCALE: 1:100 @ A1



APARTMENT BUILDING B (NORTH) - PROPOSED GROUND FLOOR PLAN

SCALE: 1:100 @ A1

NOTES:
 EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH
 - PLASTIC LINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
 - UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF COMMINGLED RECYCLING

NOTES:
 REFER TO LANDSCAPE PLAN FOR DETAILS

DWELLING AMENITY

APARTMENT BLOCK B						
UNIT No.	NATURAL LIGHT	ROOM DEPTH	MINIMUM NATURAL LIGHT	NATURAL LIGHT	FRESH AIR	ACCESSIBILITY
GROUND FLOOR						
G.B.1	Y	Y	Y	Y	Y	Y
FIRST FLOOR						
G.B.1	Y	Y	Y	Y	Y	Y
SECOND FLOOR						
G.B.1	Y	Y	Y	Y	Y	Y
G.B.2	Y	Y	Y	Y	Y	Y
G.B.3	Y	Y	Y	Y	Y	Y
G.B.4	Y	Y	Y	Y	Y	Y
G.B.5	Y	Y	Y	Y	Y	Y
THIRD FLOOR						
G.B.1	Y	Y	Y	Y	Y	Y
G.B.2	Y	Y	Y	Y	Y	Y
G.B.3	Y	Y	Y	Y	Y	Y
G.B.4	Y	Y	Y	Y	Y	Y
G.B.5	Y	Y	Y	Y	Y	Y
FOURTH FLOOR						
G.B.1	Y	Y	Y	Y	Y	Y
G.B.2	Y	Y	Y	Y	Y	Y
G.B.3	Y	Y	Y	Y	Y	Y
G.B.4	Y	Y	Y	Y	Y	Y
G.B.5	Y	Y	Y	Y	Y	Y

LEGEND:
 Y = SILENT GUARANTEE
 N = NOT DAILY COMPLIANT WITH ALL STANDARDS
 (GROSS RESERVATION RATIO)

ALL APARTMENTS HAVE 2.1M CEILING HEIGHT FOR HABITABLE ROOMS EXCEPT WHERE SPECIFIED ARE PROVIDED ABOVE EXT. DIMS

APARTMENT BLOCK B - STORAGE

UNIT No.	ORIGINAL STORAGE	STORAGE (GROSS) IN THIS DWELLING				TOTAL
		IN BUILT-IN CABINETS	IN BUILT-IN SHELVES	IN BUILT-IN DRAWERS	IN BUILT-IN CLOSET	
GROUND FLOOR						
G.B.1	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
FIRST FLOOR						
G.B.1	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.2	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.3	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.4	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.5	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
SECOND FLOOR						
G.B.1	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.2	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.3	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.4	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.5	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
THIRD FLOOR						
G.B.1	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.2	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.3	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.4	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.5	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
FOURTH FLOOR						
G.B.1	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.2	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.3	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.4	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²
G.B.5	0.00 m²	1.50 m²	0.00 m²	0.00 m²	0.00 m²	1.50 m²

2-STORY APARTMENTS - AREA SCHEDULE

TERRACE No.	CAR SPACES	GROSS RL	FIRST FL.	TOTAL	TERRACE / FPG
G.B.1	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²
G.B.2	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²
G.B.3	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²
G.B.4	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²
G.B.5	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²

2-STORY APARTMENTS - AREA SCHEDULE

TERRACE No.	CAR SPACES	GROSS RL	FIRST FL.	TOTAL	TERRACE / FPG
G.B.1	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²
G.B.2	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²
G.B.3	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²
G.B.4	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²
G.B.5	0	88.0 m²	41.0 m²	129.0 m²	20.0 m²

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Issue	Date	By	Revision Notes
1	18/02/2018	U.S.	REVISED DRAWING
2	18/02/2018	U.S.	REVISED DRAWING
3	18/02/2018	U.S.	REVISED DRAWING
4	18/02/2018	U.S.	REVISED DRAWING
5	18/02/2018	U.S.	REVISED DRAWING
6	18/02/2018	U.S.	REVISED DRAWING
7	18/02/2018	U.S.	REVISED DRAWING
8	18/02/2018	U.S.	REVISED DRAWING
9	18/02/2018	U.S.	REVISED DRAWING
10	18/02/2018	U.S.	REVISED DRAWING

Architect

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Project
PROPOSED RESIDENTIAL DEVELOPMENT
 4 - 6 HORSACROFT PL., MOORABBIN, VIC 3189

Client
 SHEPHERD PROPERTY

Issue
 TOWN PLANNING ISSUE

Title
- APARTMENT BUILDING B (NORTH) DETAIL PLANS

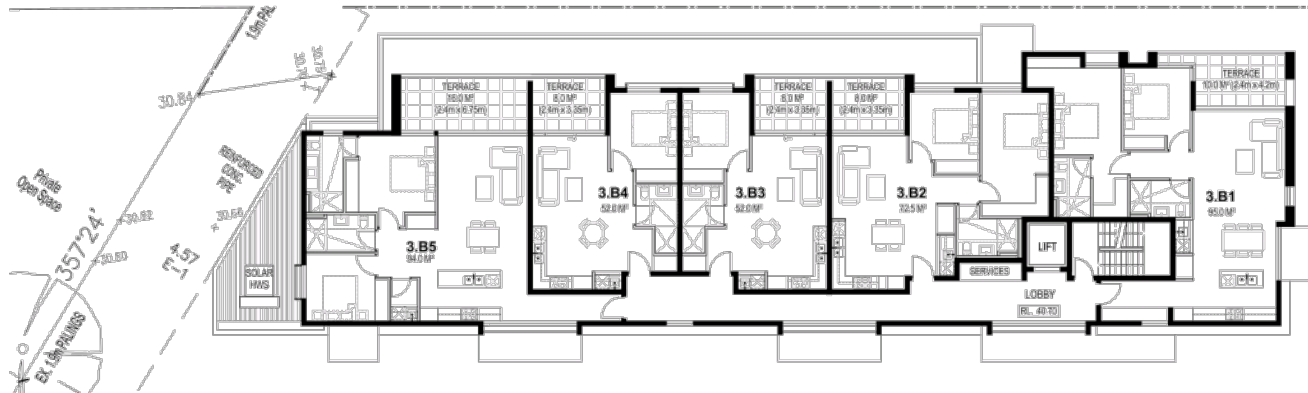
Project Job No:
 219-088

Drawing No:
TP-13

Issue Date:
 FEB. 2017

Scale:
 1:100

Revision:
E



APARTMENT BUILDING B (NORTH) - PROPOSED THIRD FLOOR PLAN

SCALE: 1:100 @ A1



APARTMENT BUILDING B (NORTH) - PROPOSED SECOND FLOOR PLAN

SCALE: 1:100 @ A1

DWELLING AMENITY

APARTMENT BLOCK B						
UNIT NO.	FACILITY	WATER	SEWER	DISPOSAL	POWER	ACCESSIBILITY
GROUND FLOOR						
0.01	Y	Y	Y	Y	Y	Y
FIRST FLOOR						
1.01	Y	Y	Y	Y	Y	Y
SECOND FLOOR						
2.01	Y	Y	Y	Y	Y	Y
2.02	Y	Y	Y	Y	Y	Y
2.03	Y	Y	Y	Y	Y	Y
2.04	Y	Y	Y	Y	Y	Y
2.05	Y	Y	Y	Y	Y	Y
THIRD FLOOR						
3.01	Y	Y	Y	Y	Y	Y
3.02	Y	Y	Y	Y	Y	Y
3.03	Y	Y	Y	Y	Y	Y
3.04	Y	Y	Y	Y	Y	Y
3.05	Y	Y	Y	Y	Y	Y
FOURTH FLOOR						
4.01	Y	Y	Y	Y	Y	Y
4.02	Y	Y	Y	Y	Y	Y
4.03	Y	Y	Y	Y	Y	Y
4.04	Y	Y	Y	Y	Y	Y
4.05	Y	Y	Y	Y	Y	Y

LEGEND:

Y FULL COMPLIANT
N DETAIL TO BE PROVIDED WITH ALL SUBMITTALS

GREEN VENTILATION

ALL APARTMENTS HAVE A CEILING HEIGHT FOR PARTIAL BENCHES
BENCHES ARE TO BE USED FOR ALL APARTMENTS

APARTMENT BLOCK B - STORAGE				
UNIT NO.	EXTERNAL STORAGE	INTERNAL STORAGE (KITCHEN/BATH)	OVERHEAD	TOTAL
GROUND FLOOR				
0.01	0m²	15.5m²	0m²	15.5m²
FIRST FLOOR				
1.01	0m²	15.5m²	0m²	15.5m²
SECOND FLOOR				
2.01	0m²	15.5m²	0m²	15.5m²
2.02	0m²	15.5m²	0m²	15.5m²
2.03	0m²	15.5m²	0m²	15.5m²
2.04	0m²	15.5m²	0m²	15.5m²
2.05	0m²	15.5m²	0m²	15.5m²
THIRD FLOOR				
3.01	0m²	15.5m²	0m²	15.5m²
3.02	0m²	15.5m²	0m²	15.5m²
3.03	0m²	15.5m²	0m²	15.5m²
3.04	0m²	15.5m²	0m²	15.5m²
3.05	0m²	15.5m²	0m²	15.5m²
FOURTH FLOOR				
4.01	0m²	15.5m²	0m²	15.5m²
4.02	0m²	15.5m²	0m²	15.5m²
4.03	0m²	15.5m²	0m²	15.5m²
4.04	0m²	15.5m²	0m²	15.5m²
4.05	0m²	15.5m²	0m²	15.5m²

NOTES:
EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
- PLASTIC LINERS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
- UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF DOWNGATED RECYCLING

NOTES:
REFER TO LANDSCAPE PLAN FOR DETAILS

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Issue	Date	By	Revision Notes
01	08.09.2018	DA	PRELIMINARY APPROVAL
02	09.09.2018	DA	REVISIONS TO APPROVAL
03	10.09.2018	DA	REVISIONS TO APPROVAL
04	11.09.2018	DA	REVISIONS TO APPROVAL
05	12.09.2018	DA	REVISIONS TO APPROVAL
06	13.09.2018	DA	REVISIONS TO APPROVAL
07	14.09.2018	DA	REVISIONS TO APPROVAL
08	15.09.2018	DA	REVISIONS TO APPROVAL
09	16.09.2018	DA	REVISIONS TO APPROVAL
10	17.09.2018	DA	REVISIONS TO APPROVAL

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Project: **PROPOSED RESIDENTIAL DEVELOPMENT**
4 - 6 HORSCHROFT PL, MOORABBIN, VIC 3189

Client: **SHELFIELD PROPERTY**

Issue: **TOWN PLANNING ISSUE**

Title: **- APARTMENT BUILDING B (NORTH) DETAIL PLANS**

Project Job No: 219-088

Drawing No: **TP-14**

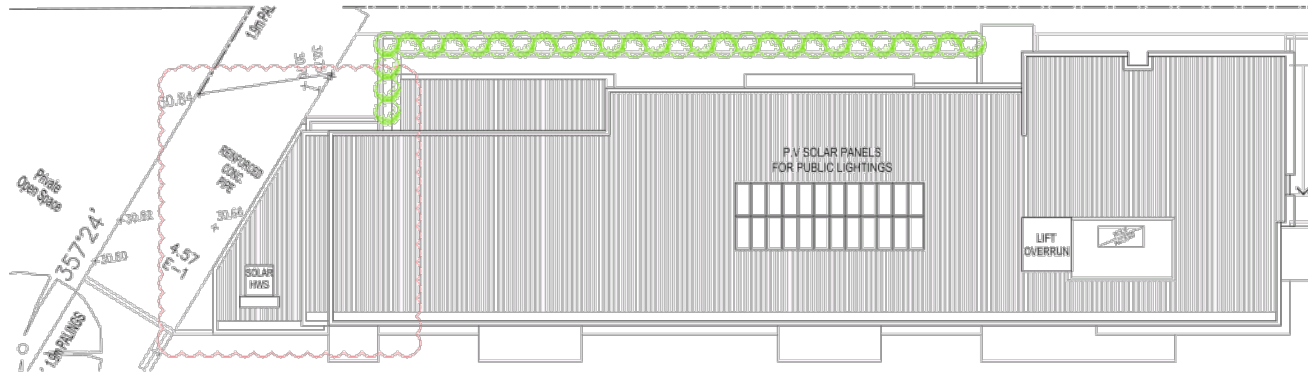
Revision: **E**

Drawn By: L.D.

Scale: FEB. 2017

Checked By: R.B.

Scale: 1:100



APARTMENT BUILDING B (NORTH) - PROPOSED ROOF PLAN

SCALE: 1:100 @ A1



APARTMENT BUILDING B (NORTH) - PROPOSED FOURTH FLOOR PLAN

SCALE: 1:100 @ A1

NOTES:
EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
- PLASTIC LINER BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
- LINER BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF DOWNGLED RECYCLING

DWELLING AMENITY

APARTMENT BLOCK B						
UNIT NO.	FACTORY LAUNDRY	ROOM (SQM)	STORAGE	WATER HEATING	POWER (KW)	ACCESSIBILITY
GROUND FLOOR						
0.B1	Y	Y	Y	Y	Y	Y
FIRST FLOOR						
1.B1	Y	Y	Y	Y	Y	Y
SECOND FLOOR						
2.B1	Y	Y	Y	Y	Y	Y
2.B2	Y	N	Y	N	Y	Y
2.B3	Y	N	Y	N	Y	Y
2.B4	Y	N	Y	N	Y	Y
2.B5	Y	Y	Y	Y	Y	Y
THIRD FLOOR						
3.B1	Y	Y	Y	Y	Y	Y
3.B2	Y	N	Y	N	Y	Y
3.B3	Y	N	Y	N	Y	Y
3.B4	Y	N	Y	N	Y	Y
3.B5	Y	Y	Y	Y	Y	Y
FOURTH FLOOR						
4.B1	Y	Y	Y	Y	Y	Y
4.B2	Y	N	Y	N	Y	Y
4.B3	Y	N	Y	N	Y	Y
4.B4	Y	N	Y	N	Y	Y
4.B5	Y	Y	Y	Y	Y	Y

LEGEND:

Y FULL COMPLIANT
N DETAIL TO BE PROVIDED WITH ALL DIMENSIONS

GREEN VENTILATION EXITS

ALL APARTMENTS HAVE MINIMUM CEILING HEIGHT FOR HABITABLE ROOMS
BOLLARDS AND BENCHES TO BE PROVIDED AS DETAIL TO BE PROVIDED

APARTMENT BLOCK B - STORAGE				
UNIT NO.	EXTERNAL STORAGE	STORAGE (KITCHEN/STORAGE/CLINIC)	OTHER	TOTAL
GROUND FLOOR				
0.B1	0MP	15.5MP	0MP	23.8MP
FIRST FLOOR				
1.B1	0MP	15.5MP	17.0MP	32.5MP
SECOND FLOOR				
2.B1	0MP	15.5MP	0MP	15.5MP
2.B2	0MP	15.5MP	0MP	15.5MP
2.B3	0MP	4.9MP	0MP	4.9MP
2.B4	0MP	4.9MP	0MP	4.9MP
2.B5	0MP	21.1MP	4.0MP	25.1MP
THIRD FLOOR				
3.B1	0MP	15.5MP	0MP	15.5MP
3.B2	0MP	4.9MP	0MP	4.9MP
3.B3	0MP	4.9MP	0MP	4.9MP
3.B4	0MP	4.9MP	0MP	4.9MP
3.B5	0MP	8.1MP	0MP	8.1MP
FOURTH FLOOR				
4.B1	0MP	15.5MP	0MP	15.5MP
4.B2	0MP	13.0MP	0MP	13.0MP
4.B3	0MP	4.9MP	0MP	4.9MP
4.B4	0MP	4.9MP	0MP	4.9MP
4.B5	0MP	8.1MP	0MP	8.1MP

NOTES:

REFER TO LANDSCAPE PLAN FOR DETAILS

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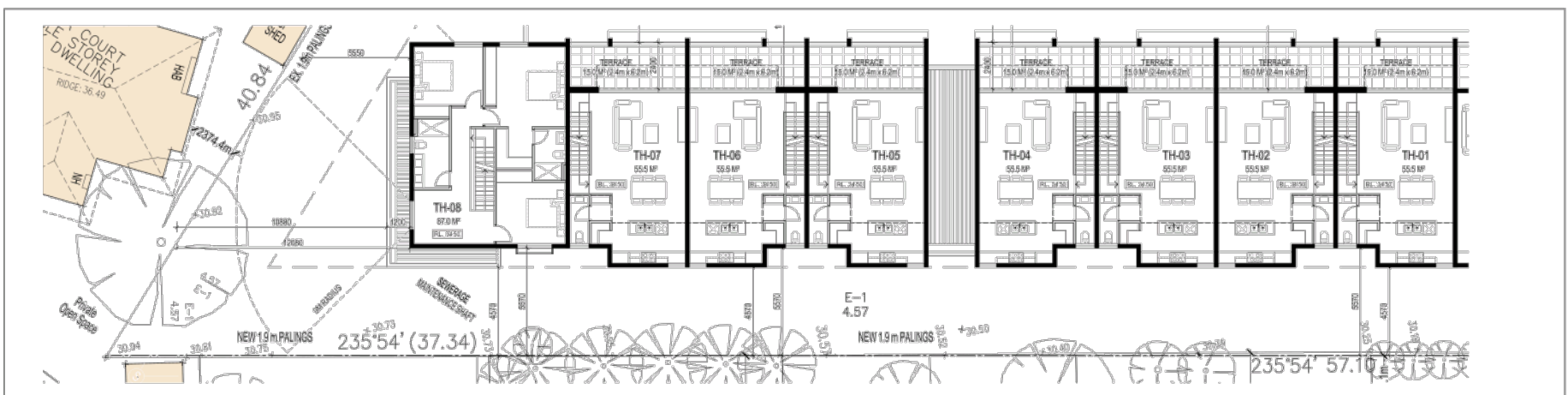
Issue	Date	By	Revision Notes
01	08.10.2019	DA	PRELIMINARY APPROVAL
02	08.10.2019	DA	PRELIMINARY APPROVAL
03	08.10.2019	DA	PRELIMINARY APPROVAL
04	08.10.2019	DA	PRELIMINARY APPROVAL
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48	08.10.2019	DA	PRELIMINARY APPROVAL
49	08.10.2019	DA	PRELIMINARY APPROVAL
50	08.10.2019	DA	PRELIMINARY APPROVAL

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Project: **PROPOSED RESIDENTIAL DEVELOPMENT**
 4 - 6 HORSCHROFT PL, MOORABBIN, VIC 3189
 Client: **SHELFIELD PROPERTY**

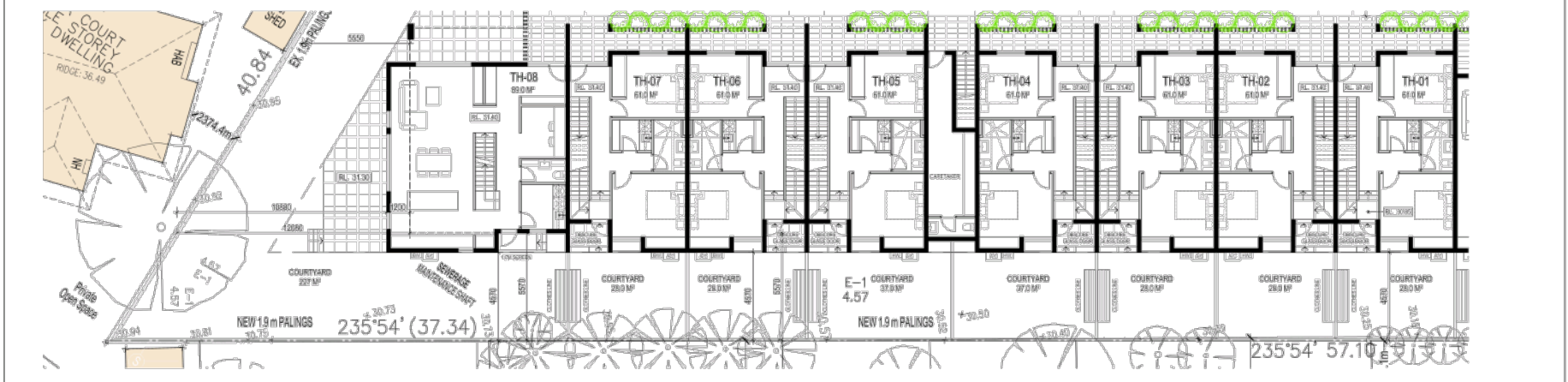
Issue: **TOWN PLANNING ISSUE**
 Title: **- APARTMENT BUILDING B (NORTH) DETAIL PLANS**

Project Job No: **219-088**
 Drawing No: **TP-15**
 Date: **FEB. 2019**
 Scale: **1:300**
 Revision: **E**



TOWNHOUSES - PROPOSED FIRST FLOOR PLAN

SCALE: 1:100 @ A1



TOWNHOUSES - PROPOSED GROUND FLOOR PLAN

SCALE: 1:100 @ A1

NOTES:
 EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
 - PLASTIC LINERS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
 - UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF COMINGLED RECYCLING

NOTES:
 REFER TO LANDSCAPE PLAN FOR DETAILS

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Issue	Date	By	Revision Notes
10	FEB 2019	SL	REVISED DIMENSIONS
11	OCT 2019	SL	FORGOTTEN DIMENSIONS
12	NOV 2019	SL	REVISED DIMENSIONS
13	FEB 2020	SL	REVISED DIMENSIONS
14	FEB 2020	SL	FORGOTTEN DIMENSIONS
15	MAY 2020	SL	FORGOTTEN DIMENSIONS

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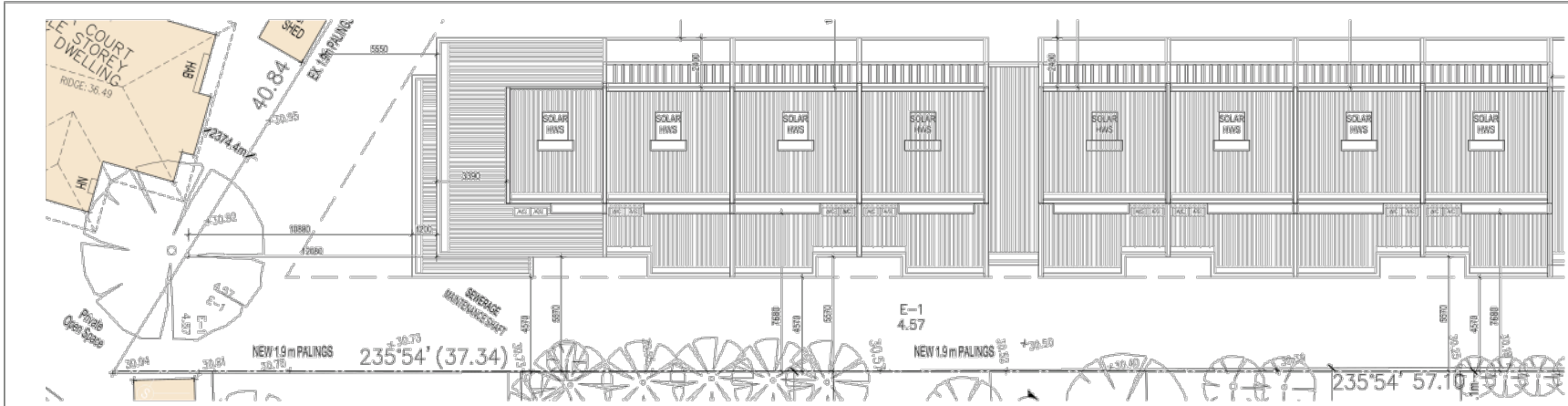
Project: **PROPOSED RESIDENTIAL DEVELOPMENT**
 4-6 HORSCHROFT PL, MOORABBIN, VIC 3188

Client: **SHELFIELD PROPERTY**

Issue: **TOWN PLANNING ISSUE**

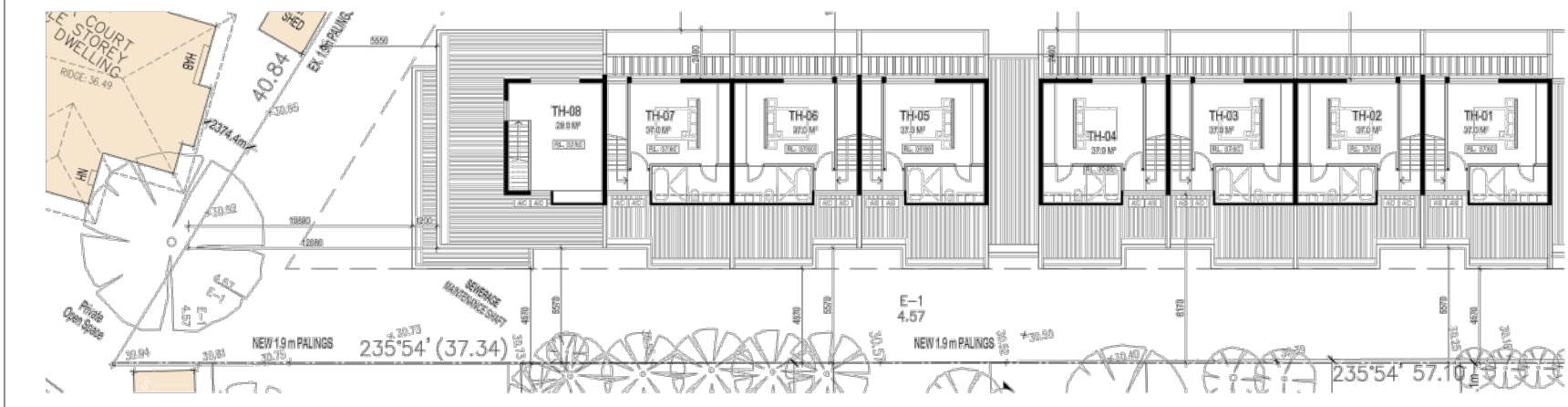
Title: **- TOWNHOUSES - PLANS**

Project Job No: 219-088	Drawing No: TP-16	Revision: E
Drawn By: L.D.	Date: FEB 2019	
Checked By: R.B.	Scale: 1:100	



TOWNHOUSES - PROPOSED ROOF PLAN

SCALE: 1:100 @ A1



TOWNHOUSES - PROPOSED SECOND FLOOR PLAN

SCALE: 1:100 @ A1

NOTES:
EACH DWELLING TO BE FURNISHED IN THE KITCHEN WITH:
- PLASTIC LINER BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF GARBAGE
- UNLINED BINS TO HAVE A MINIMUM CAPACITY OF 20L FOR THE TEMPORARY HOLDING OF DOWNWELLED RECYCLING

NOTES:
REFER TO LANDSCAPE PLAN FOR DETAILS

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Issue	Date	By	Revision Notes
01	FEB 2019	DA	PRELIMINARY
02	OCT 2019	DA	FOR SUBMITTAL
03	JUL 2019	DA	REVISED DRAWING
04	FEB 2019	DA	REVISED DRAWING
05	FEB 2019	DA	PRELIMINARY
06	MAY 2019	DA	FOR SUBMITTAL
07	MAY 2019	DA	FOR SUBMITTAL
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100	MAY 2019	DA	FOR SUBMITTAL



Project:
PROPOSED RESIDENTIAL DEVELOPMENT
4-6 HORSCHROFT PL, MOORABBIN, VIC 3188

Title:
TOWN PLANNING ISSUE

Title:
- TOWNHOUSES - PLANS

Project Job No:
219-009

Drawn By:
L.D.

Checked By:
R.B.

Drawing No:
TP-17

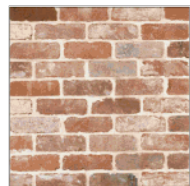
Date:
FEB 2019

Scale:
1:100

Revision:
E



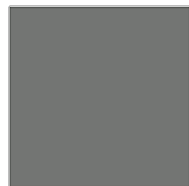
MATERIAL SCHEDULE



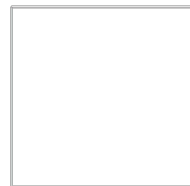
BR
RECYCLED BRICK



CR
CONCRETE RENDER



AR-01
ACRYLIC RENDER
DULUX - WALLABY



AR-02
ACRYLIC RENDER
DULUX - NATURAL WHITE



MC
COLORBOND STANDING SEAM CLADDING
METALLIC STEEL



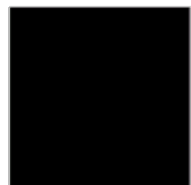
CT
CORTEN METAL FEATURE CLADDING



TC
TIMBER CLADDING
'DRIFT WOOD'



AL
BLACK ALUMINIUM WINDOWS / DOORS



BS
BLACK STEEL REVEAL
AROUND OPENINGS



GB
GLASS BALUSTRADE



SC
PRIVACY SCREENING



MS
METAL ANGLE SCREEN / FENCE



TF
TIMBER FENCE



PROPOSED NORTH WEST ELEVATION (HORSCROFT PLACE)

SCALE: N/A @ A1

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	Project: PROPOSED RESIDENTIAL DEVELOPMENT 4 - 6 HORSCROFT PL, MOORABBIN, VIC 3189	Title: TOWN PLANNING ISSUE - MATERIAL SCHEDULE	Project Job No: 219-009	Drawing No: TP-18	Revision: E	Drawn By: I.L.B.	Date: FEB. 2019	Checked By: R.B.L.	Scale: 1:100																																																																																											



BLOCK A & B - PROPOSED NORTH WEST ELEVATION (HORSCROFT PLACE)

SCALE: 1:100 @ A1



BLOCK B - PROPOSED SOUTH WEST ELEVATION

SCALE: 1:100 @ A1

LEGEND

- BR - RECYCLE BRICK
- CR - CONCRETE RENDER
- AR-01 - ACRYLIC RENDER IN SELECTED COLOUR 1
- AR-02 - ACRYLIC RENDER IN SELECTED COLOUR 2
- MC - COLORBOND STANDING SEAM CLADDING IN SELECTED COLOUR
- CT - CORTEN METAL FEATURE CLADDING
- TC - TIMBER CLADDING
- AL - ALUMINIUM WINDOWS / DOORS
- BS - BLACK STEEL REVEAL AROUND OPENINGS
- GB - GLASS BALUSTRADE
- SC - SCREENING
- MS - METAL ANGLE SCREEN / FENCE
- TF - TIMBER FENCE
- DS - DECORATIVE PERFORATED PANEL SCREENING

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Issue	Date	By	Revision Notes
10	FEB 2019	S.B.	REVISION 10/02/2019
11	OCT 2019	S.B.	REVISION 11/10/2019
12	AUG 2019	S.B.	REVISION 12/08/2019
13	FEB 2019	S.B.	REVISION 13/02/2019
14	FEB 2019	S.B.	REVISION 14/02/2019
15	FEB 2019	S.B.	REVISION 15/02/2019
16	FEB 2019	S.B.	REVISION 16/02/2019
17	FEB 2019	S.B.	REVISION 17/02/2019
18	FEB 2019	S.B.	REVISION 18/02/2019
19	FEB 2019	S.B.	REVISION 19/02/2019
20	FEB 2019	S.B.	REVISION 20/02/2019

Architect: **DA** Grayshaw Architects Pty Ltd
 201 Thompson Street
 South Melbourne Victoria 3207 Australia
 www.grayshaw.com.au
 Tel: +61 3 9594 4900
 Melbourne | Brisbane

Project: **PROPOSED RESIDENTIAL DEVELOPMENT**
 4 - 6 HORSCROFT PL, MOORABBIN, VIC 3189

Client: **SHERFIELD PROPERTY**

Issue: **TOWN PLANNING ISSUE**

Title: **- PROPOSED ELEVATIONS**

Project Job No: 219-089

Drawing No: **TP-19**

Revision: **E**

Drawn By: L.B.

Scale: FEB 2019

Checked By: R.B.

Scale: 1:100



BLOCK B - PROPOSED SOUTH EAST ELEVATION

SCALE: 1:100 @ A1



BLOCK B - PROPOSED NORTH EAST ELEVATION

SCALE: 1:100 @ A1

LEGEND

- BR - RECYCLE BRICK
- CR - CONCRETE RENDER
- AR-01 - ACRYLIC RENDER IN SELECTED COLOUR 1
- AR-02 - ACRYLIC RENDER IN SELECTED COLOUR 2
- MC - COLORBOND STANDING SEAM CLADDING IN SELECTED COLOUR
- CT - CORTEN METAL FEATURE CLADDING
- TC - TIMBER CLADDING
- AL - ALUMINIUM WINDOWS / DOORS
- BS - BLACK STEEL REVEAL AROUND OPENINGS
- GB - GLASS BALUSTRADE
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Issue	Date	By	Revision Notes
10	FEB 2019	U.S.	PRELIMINARY
11	OCT 2019	S.A.	FOR SUBMITTAL
12	AUG 2019	P.E.	REVISED
13	FEB 2019	U.S.	REVISED
14	FEB 2019	U.S.	REVISED
15	MAY 2019	U.S.	REVISED

Architect:

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201 Fitzroy Street
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Tel: +61 3 9594 8800
Melbourne | Brisbane

Project:

PROPOSED RESIDENTIAL DEVELOPMENT
4 - 6 HORSCHROFT PL, MOORABBIN, VIC 3189

Client:
SHELFIELD PROPERTY

Title:

TOWN PLANNING ISSUE

- PROPOSED ELEVATIONS

Project Job No:
219-089

Drawing No:
TP-20

Revision:
E

Drawn By:
L.B.

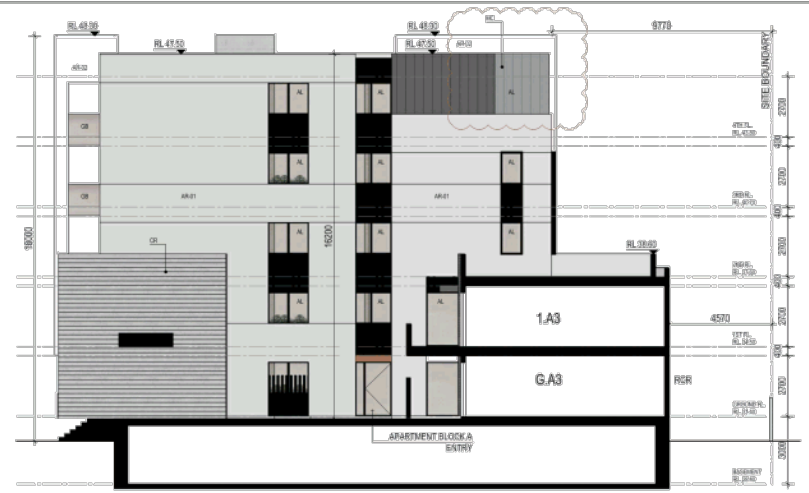
Scale:
FEB 2019

Checked By:
R.B.

Scale:
1:100

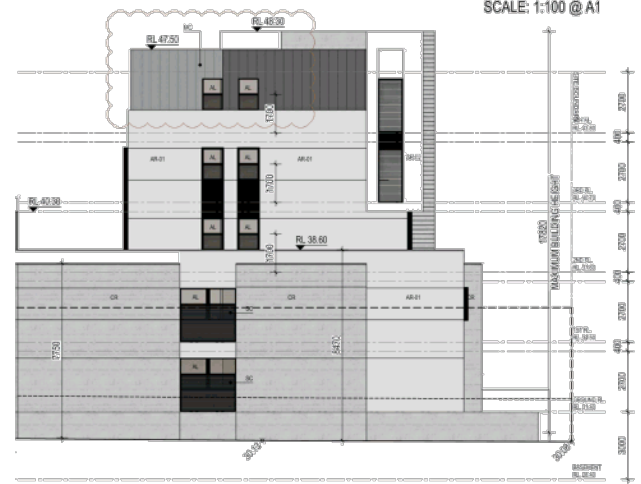


BLOCK A - PROPOSED NORTH WEST ELEVATION

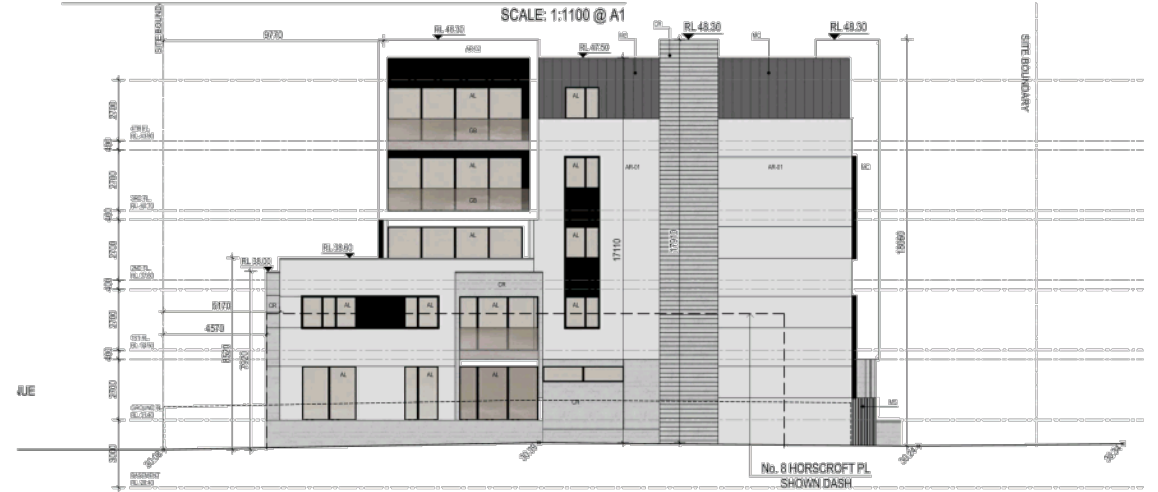


BLOCK A - PROPOSED NORTH WEST ELEVATION

- LEGEND**
- BR - RECYCLE BRICK
 - CR - CONCRETE RENDER
 - AR-01 - ACRYLIC RENDER IN SELECTED COLOUR 1
 - AR-02 - ACRYLIC RENDER IN SELECTED COLOUR 2
 - MC - COLORBOND STANDING SEAM CLADDING IN SELECTED COLOUR
 - CT - CORTEN METAL FEATURE CLADDING
 - TC - TIMBER CLADDING
 - AL - ALUMINIUM WINDOWS / DOORS
 - BS - BLACK STEEL REVEAL AROUND OPENINGS
 - GB - GLASS BALUSTRADE
 - SC - SCREENING
 - MS - METAL ANGLE SCREEN / FENCE
 - TF - TIMBER FENCE
 - DS - DECORATIVE PERFORATED PANEL SCREENING



BLOCK A - PROPOSED SOUTH EAST ELEVATION



BLOCK A - PROPOSED NORTH EAST ELEVATION

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Issue	Date	By	Revision Notes
01	FEB 2018	U.S.	PRELIMINARY INFORMATION
02	OCT 2018	S.S.	FOR DESIGN DEVELOPMENT
03	AUG 2019	S.S.	FOR DESIGN DEVELOPMENT
04	FEB 2019	U.S.	FOR DESIGN DEVELOPMENT
05	FEB 2019	U.S.	FOR DESIGN DEVELOPMENT
06	MAY 2019	U.S.	FOR DESIGN DEVELOPMENT

Architect:

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Tel: +61 3 9594 4900
Melbourne | Brisbane

Project:

PROPOSED RESIDENTIAL DEVELOPMENT
4 - 6 HORSACROFT PL, MOORABBIN, VIC 3189

Client:
SHELFIELD PROPERTY

Issue:

TOWN PLANNING ISSUE

Title:

- PROPOSED ELEVATIONS

Project Job No:
219-089

Drawing No:
TP-21

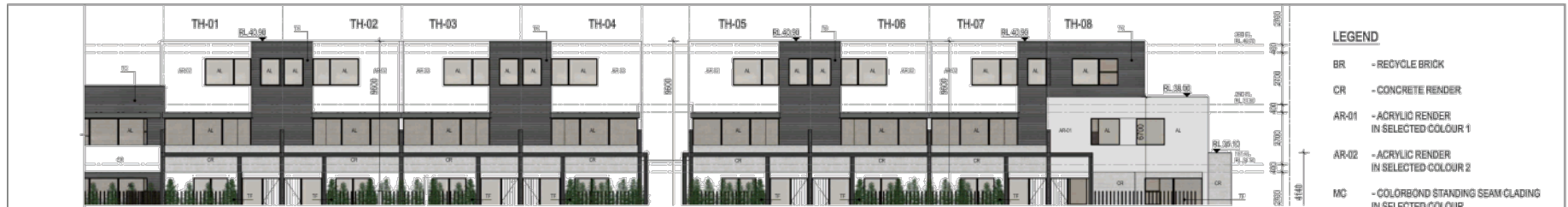
Revision:
E

Drawn By:
L.B.

Scale:
FEB 2019

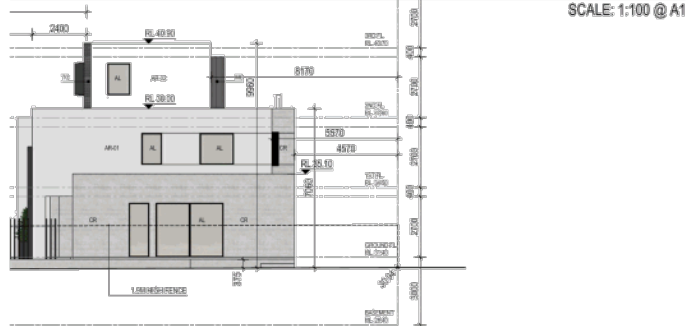
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R.B.

Scale:
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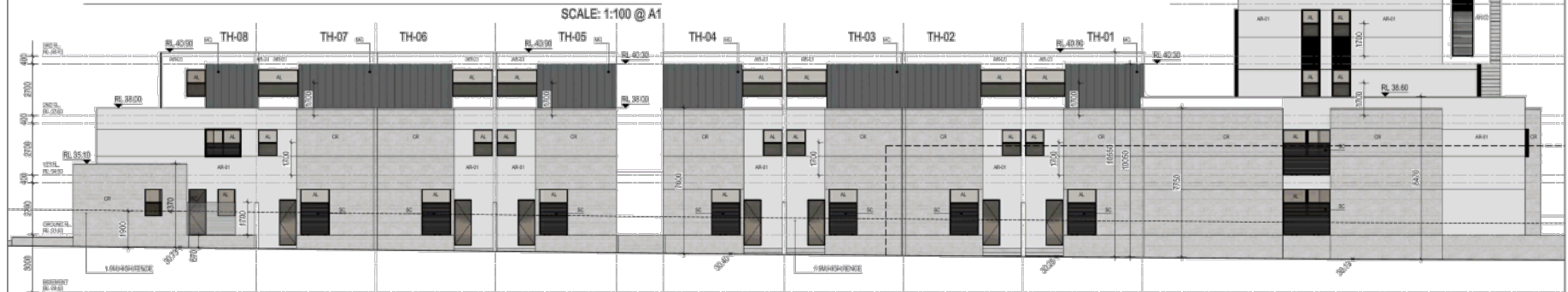


- LEGEND**
- BR - RECYCLE BRICK
 - CR - CONCRETE RENDER
 - AR-01 - ACRYLIC RENDER IN SELECTED COLOUR 1
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 - SC - SCREENING
 - MS - METAL ANGLE SCREEN / FENCE
 - TF - TIMBER FENCE
 - DS - DECORATIVE PERFORATED PANEL SCREENING

TOWNHOUSES - PROPOSED NORTH WEST ELEVATION



TOWNHOUSES - PROPOSED SOUTH WEST ELEVATION



TOWNHOUSES & BLOCK A - PROPOSED SOUTH EAST ELEVATION

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Issue	Date	By	Revision Notes
01	FEB 2019	DA	PRELIMINARY APPROVAL
02	FEB 2019	DA	REVISIONS TO APPROVAL
03	FEB 2019	DA	REVISIONS TO APPROVAL
04	FEB 2019	DA	REVISIONS TO APPROVAL
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07	FEB 2019	DA	REVISIONS TO APPROVAL
08	FEB 2019	DA	REVISIONS TO APPROVAL
09	FEB 2019	DA	REVISIONS TO APPROVAL
10	FEB 2019	DA	REVISIONS TO APPROVAL
11	FEB 2019	DA	REVISIONS TO APPROVAL
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18	FEB 2019	DA	REVISIONS TO APPROVAL
19	FEB 2019	DA	REVISIONS TO APPROVAL
20	FEB 2019	DA	REVISIONS TO APPROVAL



Project
PROPOSED RESIDENTIAL DEVELOPMENT
 4 - 6 HORSACROFT PL, MOORABBIN, VIC 3189

Client:
 SHELFIELD PROPERTY

Issue:
 TOWN PLANNING ISSUE

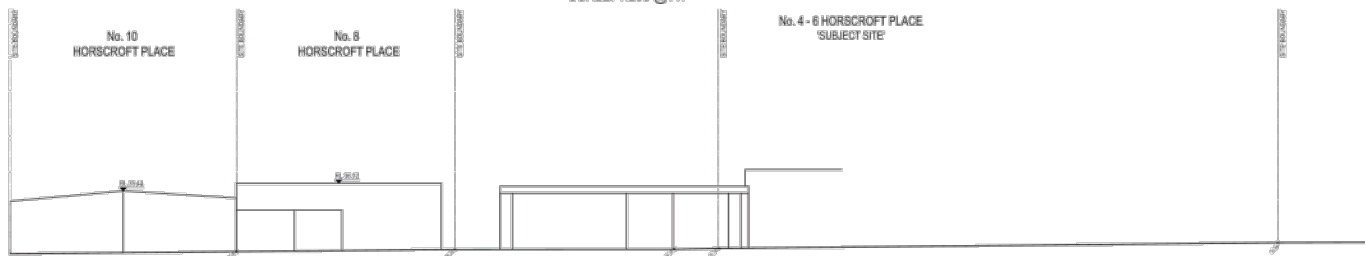
Title:
 - PROPOSED ELEVATIONS

Project Job No: 219-088	Drawing No: TP-22	Revision: E
Drawn By: L.B.	Date: FEB 2019	
Checked By: R.B.	Scale: 1:100	



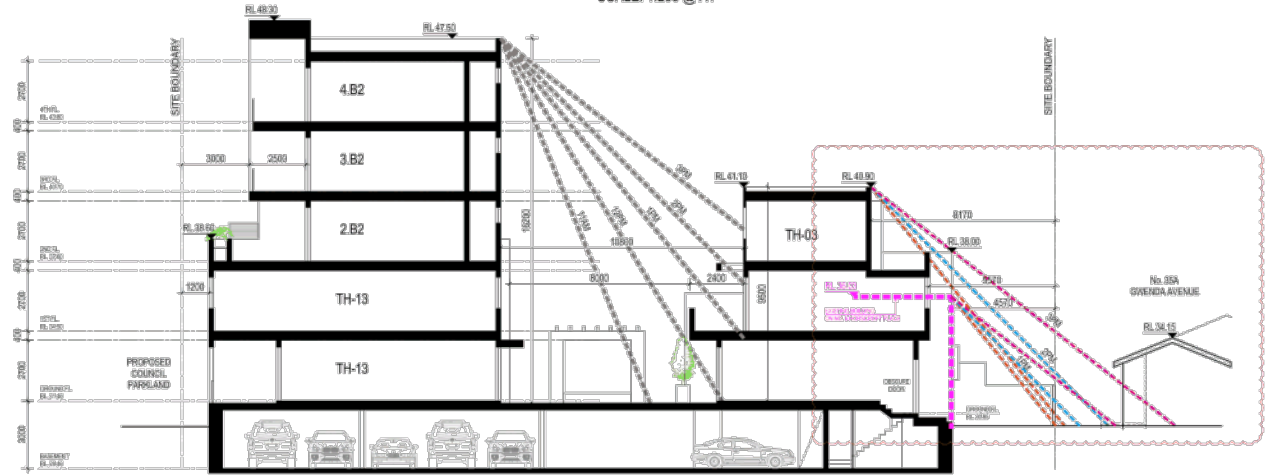
PROPOSED STREETScape ELEVATION - HORSCHROFT PLACE

SCALE: 1:200 @ A1



EXISTING STREETScape ELEVATION - HORSCHROFT PLACE

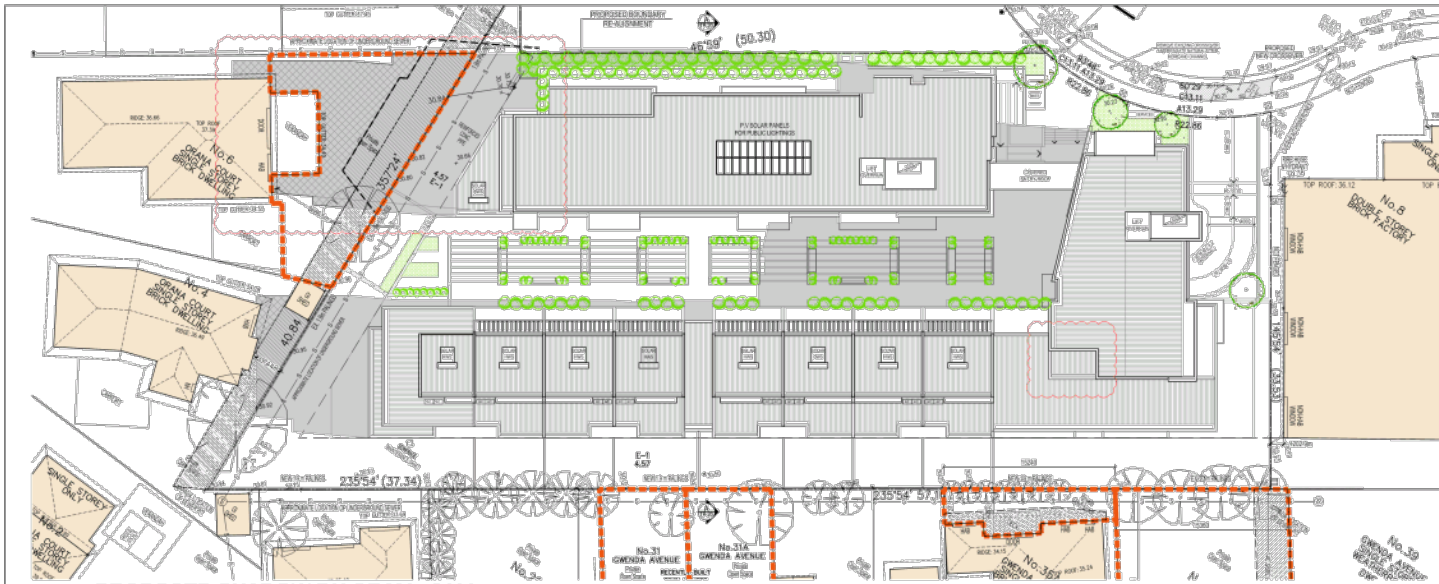
SCALE: 1:200 @ A1



PROPOSED SECTION A-A

SCALE: 1:100 @ A1

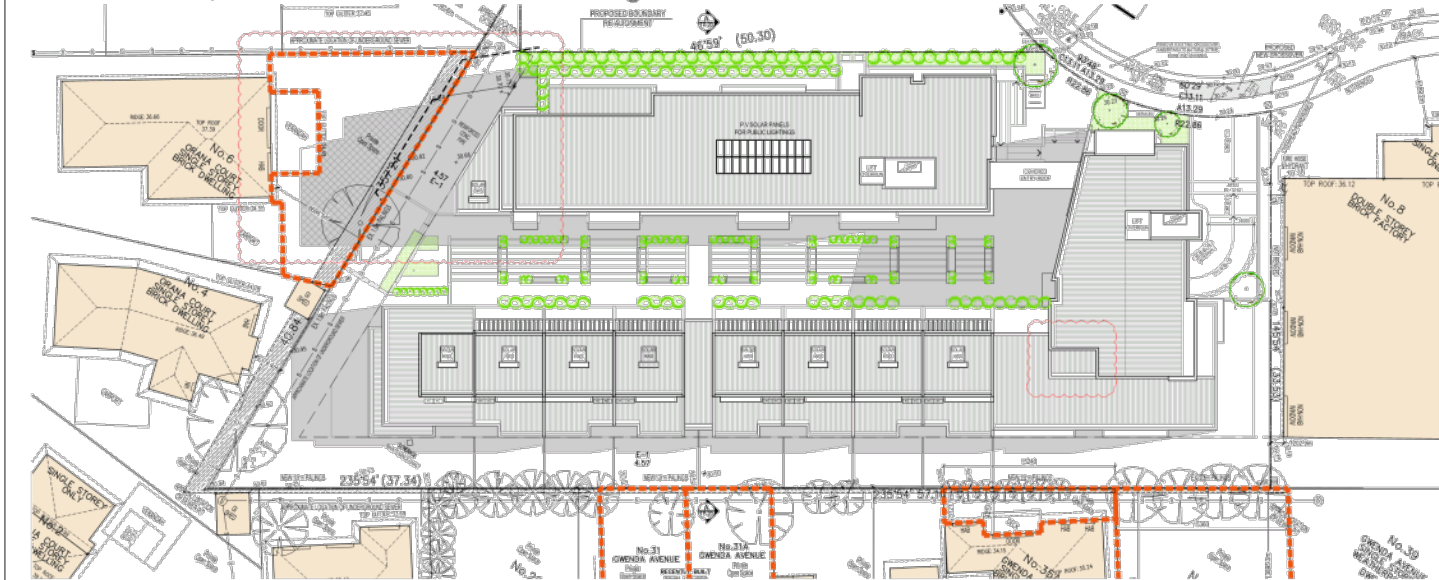
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	Issue	Date	By	Revision Notes																															
10	FEB 2019	U.S.	PRELIMINARY APPROVAL																																
11	OCT 2019	S.A.	FOR SUBMITTAL TO COUNCIL																																
12	JUN 2019	S.A.	FOR SUBMITTAL TO COUNCIL																																
13	FEB 2019	U.S.	FOR SUBMITTAL TO COUNCIL																																
14	FEB 2019	U.S.	FOR SUBMITTAL TO COUNCIL																																
15	MAY 2019	U.S.	FOR SUBMITTAL TO COUNCIL																																



PROPOSED SHADOW DIAGRAM - 9AM

SEPTEMBER 22 EQUINOX

SCALE: 1:200 @ A1



PROPOSED SHADOW DIAGRAM - 10AM

SEPTEMBER 22 EQUINOX

SCALE: 1:200 @ A1

LEGEND:

- SHADOW EXTENT FROM ADJOINING PROPERTIES & FENCES
- SHADOW EXTENT FROM EXISTING BOUNDARY FENCE
- SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- EXTRA SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND AT ADJOINING DWELLINGS
- SHADOW EXTENT FROM EXISTING BUILDINGS ON NO. 6 HORSYCROFT PLACE

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IT	PREPARED	DATE	FURTHER INFORMATION
IT	06/11/2018	06/11/2018	FURTHER INFORMATION
IT	14/01/2019	06/11/2018	FURTHER INFORMATION
IT	21/01/2019	06/11/2018	FURTHER INFORMATION
A	06/01/2019	06/11/2018	FURTHER INFORMATION
-	19/01/2019	06/11/2018	TOTAL PLANNING ISSUE

Issue	Date	By	Reason/Notes

Architect:



Project:

PROPOSED RESIDENTIAL DEVELOPMENT
 4-6 HORSYCROFT PL, MOORABBIN, VIC 3188

Client:

SHENFIELD PROPERTY

Issue:

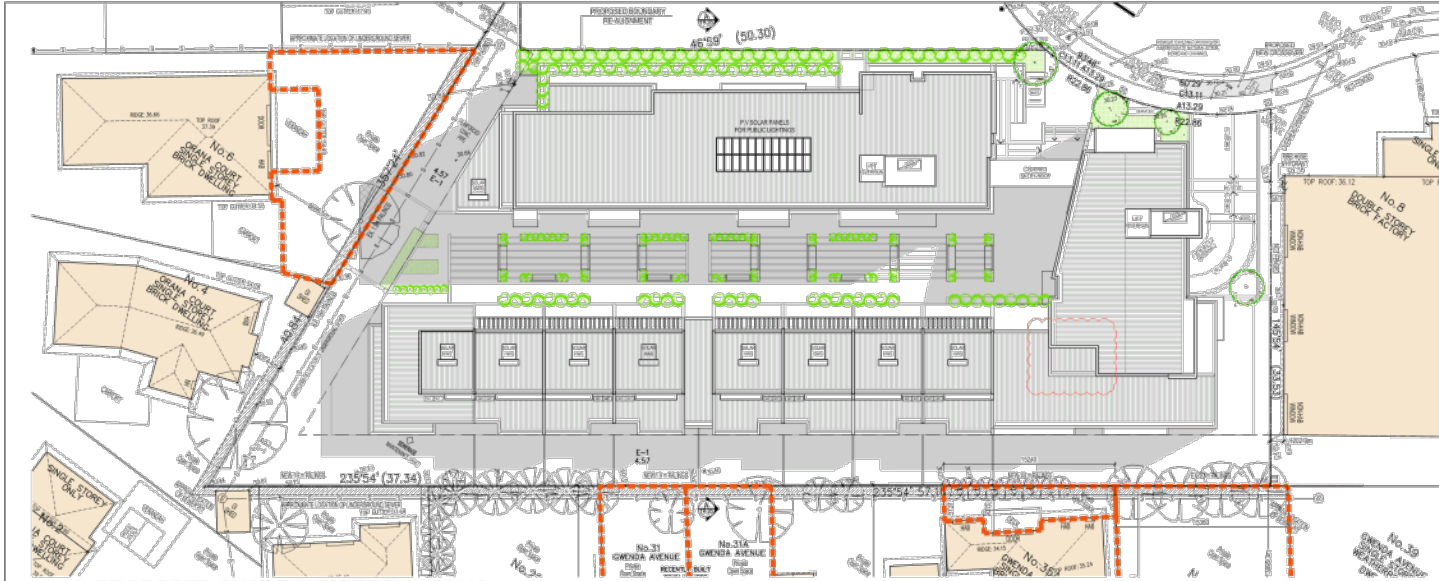
TOWN PLANNING ISSUE

Title:

- PROPOSED SHADOW DIAGRAMS

Project Job No:	Drawing No:	Revision:
219-088	TP-24	E

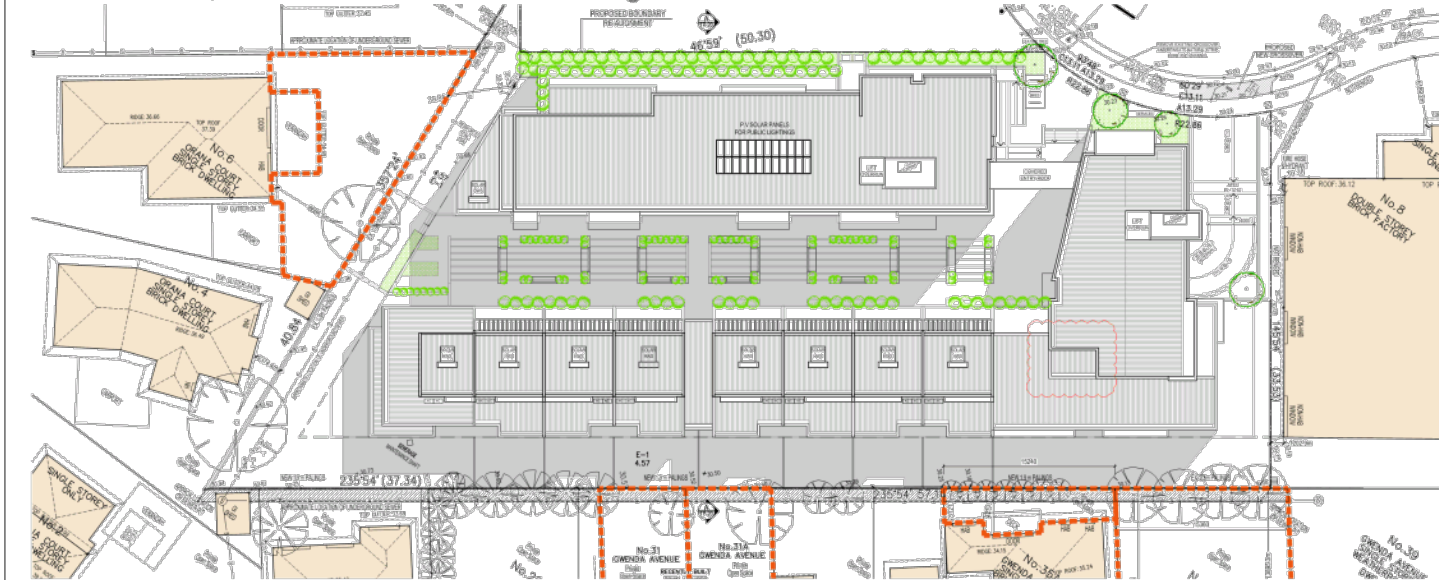
Drawn By:	Date:
L.B.	FEB. 2019
Checked By:	Scale:
R.B.	1:200



PROPOSED SHADOW DIAGRAM - 11AM

SEPTEMBER 22 EQUINOX

SCALE: 1:200 @ A1



PROPOSED SHADOW DIAGRAM - 12PM

SEPTEMBER 22 EQUINOX

SCALE: 1:200 @ A1

LEGEND:

- SHADOW EXTENT FROM ADJOINING PROPERTIES & FENCES
- SHADOW EXTENT FROM EXISTING BOUNDARY FENCE
- SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- EXTRA SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- CALCULATED SHADOWS AT ADJOINING DWELLINGS
- SHADOW EXTENT FROM EXISTING BUILDING ON NO. 6 HORSCROFT PLACE

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IT	PREPARED	DATE	FURTHER INFORMATION
IT	06/12/2018	DATE	FURTHER INFORMATION
IT	14/01/2019	DATE	FURTHER INFORMATION
IT	21/01/2019	DATE	FURTHER INFORMATION
A	18/01/2019	DATE	FURTHER INFORMATION
-	18/01/2019	DATE	TOTAL PLANNING ISSUE

BA Bingham Architects
 200 Channon Street
 Moorabbin, Victoria 3189
 Phone: 03 9545 4800
 Fax: 03 9545 4800
 Email: info@bingham.com.au

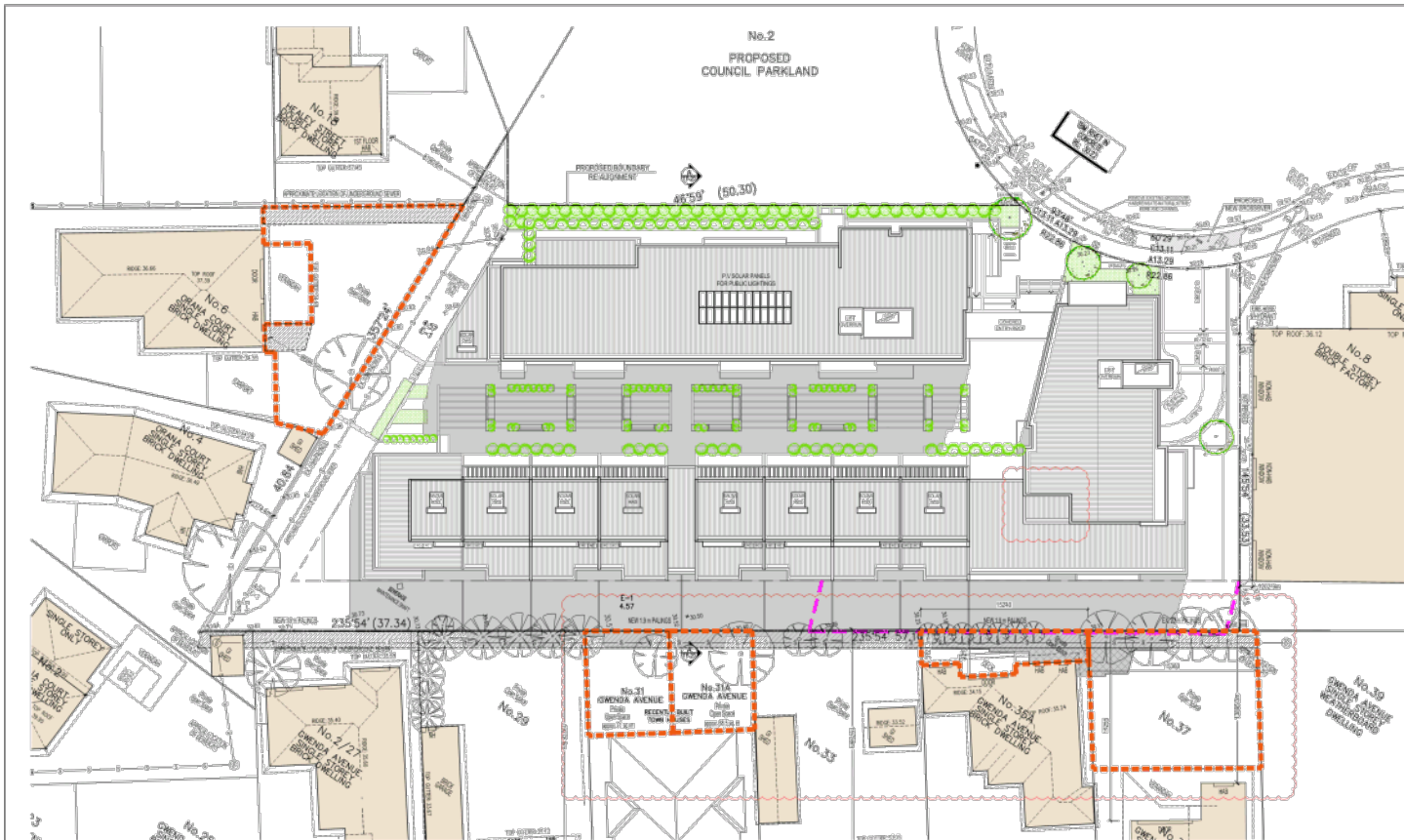
Project:
PROPOSED RESIDENTIAL DEVELOPMENT
 4-6 HORSCROFT PL, MOORABBIN, VIC 3189

Client:
SHENFIELD PROPERTY

Issue:
TOWN PLANNING ISSUE

Title:
- PROPOSED SHADOW DIAGRAMS

Project Job No: 219-088	Drawing No: TP-25	Revision: E
Drawn By: L.B.	Date: FEB. 2019	
Checked By: R.B.	Scale: 1:200	



PROPOSED SHADOW DIAGRAM - 1PM

SEPTEMBER 22 EQUINOX

SCALE: 1:200 @ A1

6 ORANA COURT SPOS: 202.0 m ²				31 GWENDA AVENUE SPOS: 72.0 m ²				31 A GWENDA AVENUE SPOS: 68.5m ²				35 A GWENDA AVENUE SPOS: 50.2m ²				37 GWENDA AVENUE SPOS: 182.0m ²			
TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)	TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)	TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)	TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)	TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)
09AM	87m ² (43.1%)	99m ² (49.0%)	87m ² (43.1%)	09AM	NL	NL	NL	09AM	NL	NL	NL	09AM	333m ² (141.6%)	333m ² (141.6%)	NL	09AM	482m ² (26.3%)	482m ² (26.3%)	NL
10AM	68m ² (33.6%)	80m ² (39.6%)	68m ² (33.6%)	10AM	28m ² (13.8%)	28m ² (13.8%)	NL	10AM	28m ² (13.7%)	28m ² (13.7%)	NL	10AM	53m ² (25.7%)	53m ² (25.7%)	NL	10AM	53m ² (29.1%)	53m ² (29.1%)	NL
11AM	20m ² (10.0%)	20m ² (10.0%)	46m ² (22.8%)	11AM	6m ² (2.9%)	6m ² (2.9%)	NL	11AM	6m ² (2.7%)	6m ² (2.7%)	NL	11AM	118m ² (58.4%)	118m ² (58.4%)	NL	11AM	118m ² (64.8%)	118m ² (64.8%)	NL
12PM	NL	NL	NL	12PM	68m ² (32.5%)	68m ² (32.5%)	NL	12PM	68m ² (32.5%)	68m ² (32.5%)	NL	12PM	139m ² (68.8%)	139m ² (68.8%)	NL	12PM	139m ² (76.4%)	139m ² (76.4%)	NL
1PM	28m ² (13.8%)	28m ² (13.8%)	NL	1PM	11.7m ² (5.3%)	11.7m ² (5.3%)	NL	1PM	11.7m ² (5.3%)	11.7m ² (5.3%)	NL	1PM	23.9m ² (11.8%)	23.9m ² (11.8%)	8.8m ² (4.3%)	1PM	23.9m ² (13.1%)	23.9m ² (13.1%)	8.8m ² (4.8%)
2PM	48m ² (23.8%)	48m ² (23.8%)	NL	2PM	18.4m ² (8.3%)	18.4m ² (8.3%)	49m ² (26.4%)	2PM	18.4m ² (8.3%)	20.0m ² (9.2%)	8.8m ² (4.3%)	2PM	38.3m ² (18.9%)	38.3m ² (18.9%)	18.8m ² (9.8%)	2PM	38.3m ² (21.1%)	38.3m ² (21.1%)	41.0m ² (22.5%)
3PM	78m ² (38.6%)	78m ² (38.6%)	NL	3PM	18.0m ² (8.2%)	18.0m ² (8.2%)	20.9m ² (11.3%)	3PM	18.0m ² (8.2%)	21.7m ² (10.0%)	18.4m ² (9.2%)	3PM	43.4m ² (21.4%)	43.4m ² (21.4%)	18.8m ² (9.8%)	3PM	43.4m ² (23.8%)	43.4m ² (23.8%)	118.2m ² (65.0%)

LEGEND:

- SHADOW EXTENT FROM ADJOINING PROPERTIES & FENCES
- ▨ SHADOW EXTENT FROM EXISTING BOUNDARY FENCE
- SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- ▤ EXTRA SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- (dashed orange) CALCULATED SPOS AT ADJOINING DWELLINGS
- (dashed pink) SHADOW EXTENT FROM EXISTING BUILDINGS ON NO. 6 HORSCROFT PLACE

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Issue	Date	By	Revision Notes
1			

BA Skyrise Architects Pty Ltd
 20 Channon Street
 Moorabbin, Victoria 3188
 Phone: 03 9594 8888
 Email: info@skyrise.com.au

Project
PROPOSED RESIDENTIAL DEVELOPMENT
 4-6 HORSCROFT PL, MOORABBIN, VIC 3188

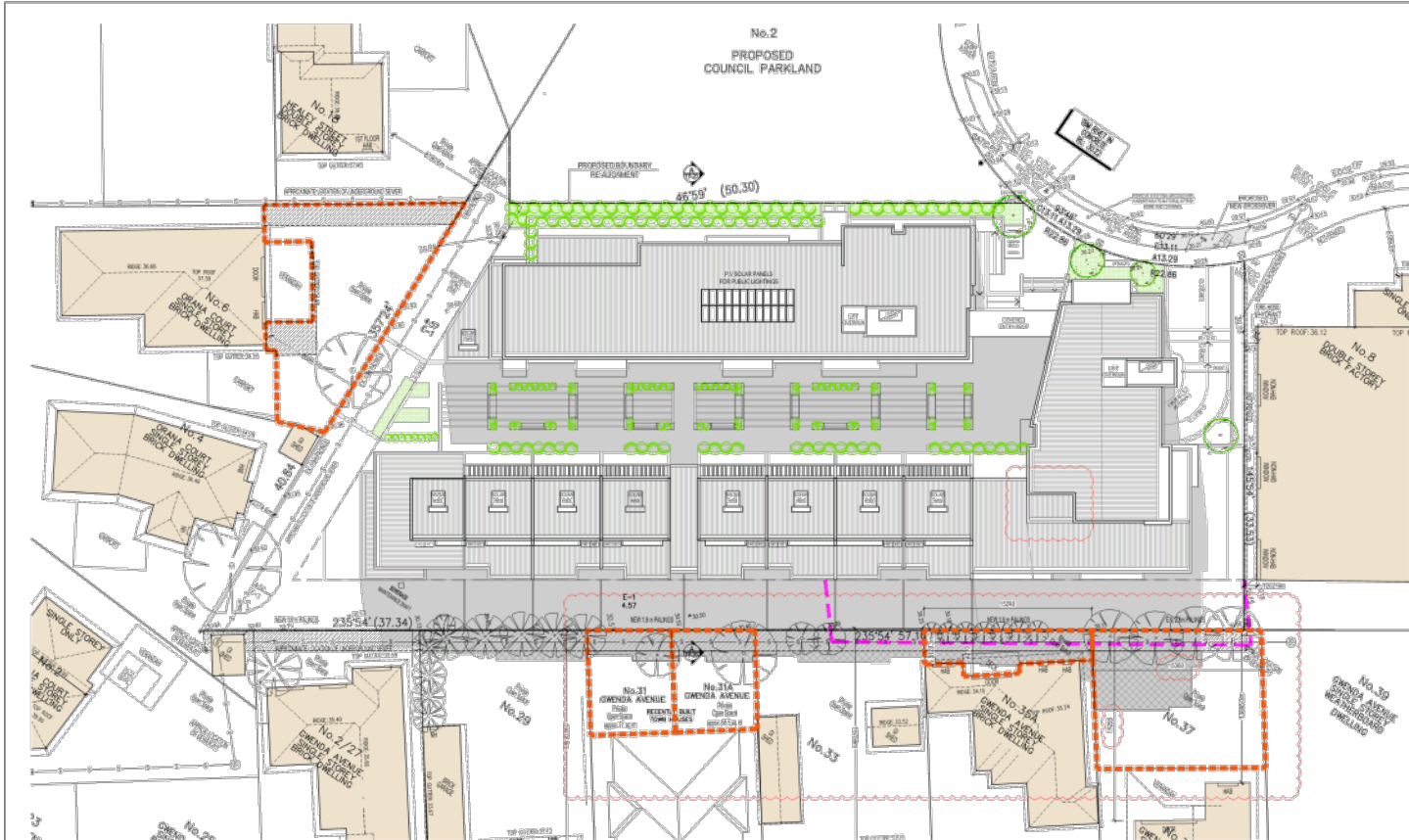
Client: SHENFIELD PROPERTY

Issue: TOWN PLANNING ISSUE

Title: - PROPOSED SHADOW DIAGRAMS

Project Job No: 237-088	Drawing No: TP-26	Revision: E
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Drawn By: J.L.B.	Date: FEB. 2017
Checked By: R.B.	Scale: 1:200



PROPOSED SHADOW DIAGRAM - 2PM
 SEPTEMBER 22 EQUINOX SCALE: 1:200 @ A1

6 ORANA COURT SPOS: 202.0 m ²				31 GWENDA AVENUE SPOS: 72.0 m ²				31 A GWENDA AVENUE SPOS: 68.5m ²				35 A GWENDA AVENUE SPOS: 50.2m ²				37 GWENDA AVENUE SPOS: 182.0m ²			
TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)	TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)	TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)	TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)	TIME	EXISTING OVERSHADOW OF SPOS (m ² %)	PROPOSED OVERSHADOW OF SPOS (m ² %)	DIFFERENTIAL (m ² %)
09AM	87m ² (43.1%)	96m ² (47.5%)	8.7m ² (4.3%)	09AM	NL	NL	NL	09AM	NL	NL	NL	09AM	333m ² (164.4%)	333m ² (164.4%)	NL	09AM	482m ² (264.3%)	482m ² (264.3%)	NL
10AM	68m ² (33.7%)	62m ² (30.7%)	-6.7m ² (-3.3%)	10AM	28m ² (13.5%)	28m ² (13.5%)	NL	10AM	28m ² (13.5%)	28m ² (13.5%)	NL	10AM	53m ² (26.2%)	53m ² (26.2%)	NL	10AM	53m ² (29.1%)	53m ² (29.1%)	NL
11AM	20m ² (10.0%)	20m ² (10.0%)	0m ² (0.0%)	11AM	4.6m ² (2.2%)	4.6m ² (2.2%)	NL	11AM	4.6m ² (2.2%)	4.6m ² (2.2%)	NL	11AM	118m ² (58.4%)	118m ² (58.4%)	NL	11AM	118m ² (64.8%)	118m ² (64.8%)	NL
12PM	NL	NL	NL	12PM	6.8m ² (3.4%)	6.8m ² (3.4%)	NL	12PM	6.8m ² (3.4%)	6.8m ² (3.4%)	NL	12PM	139m ² (68.8%)	139m ² (68.8%)	NL	12PM	139m ² (76.4%)	139m ² (76.4%)	NL
1PM	28m ² (13.9%)	28m ² (13.9%)	NL	1PM	11.7m ² (5.8%)	11.7m ² (5.8%)	NL	1PM	11.7m ² (5.8%)	11.7m ² (5.8%)	NL	1PM	233m ² (115.4%)	233m ² (115.4%)	NL	1PM	233m ² (128.0%)	233m ² (128.0%)	NL
2PM	48m ² (23.8%)	48m ² (23.8%)	NL	2PM	18.4m ² (9.1%)	18.4m ² (9.1%)	48m ² (23.8%)	2PM	18.4m ² (9.1%)	18.4m ² (9.1%)	48m ² (23.8%)	2PM	383m ² (194.6%)	383m ² (194.6%)	18.4m ² (9.1%)	2PM	383m ² (210.4%)	383m ² (210.4%)	48.0m ² (26.4%)
3PM	78m ² (38.6%)	78m ² (38.6%)	NL	3PM	18.0m ² (8.7%)	18.0m ² (8.7%)	209m ² (120.3%)	3PM	18.0m ² (8.7%)	18.0m ² (8.7%)	209m ² (120.3%)	3PM	43.4m ² (21.4%)	43.4m ² (21.4%)	18.0m ² (9.9%)	3PM	43.4m ² (23.8%)	43.4m ² (23.8%)	18.0m ² (9.9%)

LEGEND:

- SHADOW EXTENT FROM ADJOINING PROPERTIES & FENCES
- ▨ SHADOW EXTENT FROM EXISTING BOUNDARY FENCE
- SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- ▩ EXTRA SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- CALCULATED SPOS AT ADJOINING DWELLINGS
- SHADOW EXTENT FROM EXISTING BUILDING ON NO. 6 HORSCROFT PLACE

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Issue	Date	By	Revision Notes
1			

BA Brighton Architects
 20 Channon Street
 Moorabbin, VIC 3188
 Phone: (03) 9545 4800
 Email: info@brightonarchitects.com.au

Project:
 PROPOSED RESIDENTIAL DEVELOPMENT
 4-6 HORSCROFT PL, MOORABBIN, VIC 3188

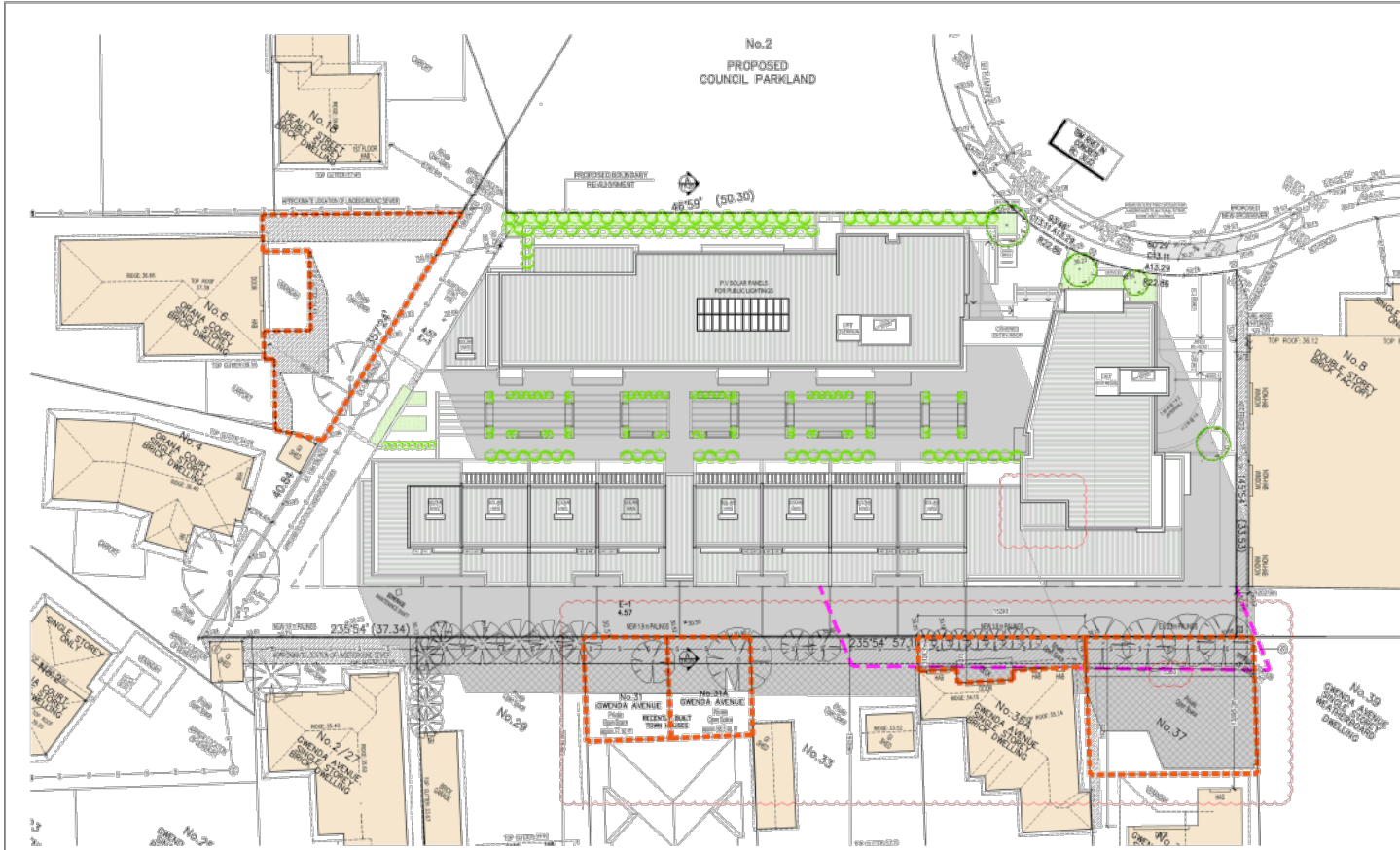
Client:
 SHENFIELD PROPERTY

Issue:
 TOWN PLANNING ISSUE

Title:
 - PROPOSED SHADOW DIAGRAMS

Project Job No: 237-088	Drawing No: TP-27	Revision: E
----------------------------	----------------------	----------------

Drawn By: J.L.B.	Date: FEB. 2017
Checked By: R.B.	Scale: 1:200



PROPOSED SHADOW DIAGRAM - 3PM
 SEPTEMBER 22 EQUINOX SCALE: 1:200 @ A1

LEGEND:

- SHADOW EXTENT FROM ADJOINING PROPERTIES & FENCES
- ▨ CALCULATED PDS
- ▨ SHADOW EXTENT FROM EXISTING BOUNDARY FENCE
- ▨ SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- ▨ EXTRA SHADOW EXTENT FROM PROPOSED DEVELOPMENT ON GROUND
- SHADOW EXTENT FROM EXISTING BUILDINGS ON NO. 6 HORSCROFT PLACE

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Drawn By: _____

Issue: _____

Issue	Date	By	Reason/Notes
1			

BA Building Architects

Project: **PROPOSED RESIDENTIAL DEVELOPMENT**
 4-6 HORSCROFT PL, MOORABBIN, VIC 3188

6 ORANA COURT SPOS: 202.0 m ²				31 GHENDA AVENUE SPOS: 72.0 m ²				31 A GHENDA AVENUE SPOS: 68.5m ²				35 A GHENDA AVENUE SPOS: 50.2m ²				37 GHENDA AVENUE SPOS: 182.0m ²			
TIME	EXISTING OVERSHADOW OF SPOS (PPV %)	PROPOSED OVERSHADOW OF SPOS (PPV %)	DIFFERENTIAL (PPV %)	TIME	EXISTING OVERSHADOW OF SPOS (PPV %)	PROPOSED OVERSHADOW OF SPOS (PPV %)	DIFFERENTIAL (PPV %)	TIME	EXISTING OVERSHADOW OF SPOS (PPV %)	PROPOSED OVERSHADOW OF SPOS (PPV %)	DIFFERENTIAL (PPV %)	TIME	EXISTING OVERSHADOW OF SPOS (PPV %)	PROPOSED OVERSHADOW OF SPOS (PPV %)	DIFFERENTIAL (PPV %)	TIME	EXISTING OVERSHADOW OF SPOS (PPV %)	PROPOSED OVERSHADOW OF SPOS (PPV %)	DIFFERENTIAL (PPV %)
09AM	87.0%138.8%	86.0%133.3%	0.7%159.9%	09AM	NL	NL	NL	09AM	NL	NL	NL	09AM	42.0%129.3%	42.0%129.3%	NL	09AM	42.0%129.3%	42.0%129.3%	NL
10AM	45.0%117.0%	45.0%117.0%	0.0%117.0%	10AM	2.0%110.0%	2.0%110.0%	NL	10AM	2.0%110.0%	2.0%110.0%	NL	10AM	43.0%127.7%	43.0%127.7%	NL	10AM	43.0%127.7%	43.0%127.7%	NL
11AM	20.0%110.0%	20.0%110.0%	0.0%110.0%	11AM	4.0%110.0%	4.0%110.0%	NL	11AM	4.0%110.0%	4.0%110.0%	NL	11AM	43.0%127.7%	43.0%127.7%	NL	11AM	43.0%127.7%	43.0%127.7%	NL
12PM	NL	NL	NL	12PM	6.0%110.0%	6.0%110.0%	NL	12PM	6.0%110.0%	6.0%110.0%	NL	12PM	43.0%127.7%	43.0%127.7%	NL	12PM	43.0%127.7%	43.0%127.7%	NL
1PM	28.0%118.0%	28.0%118.0%	NL	1PM	11.0%118.0%	11.0%118.0%	NL	1PM	11.0%118.0%	11.0%118.0%	NL	1PM	23.0%148.8%	23.0%148.8%	0.0%155.0%	1PM	23.0%148.8%	23.0%148.8%	0.0%155.0%
2PM	43.0%123.0%	43.0%123.0%	NL	2PM	16.0%123.0%	16.0%123.0%	0.0%154.4%	2PM	14.0%123.0%	14.0%123.0%	0.0%152.0%	2PM	23.0%148.8%	23.0%148.8%	16.0%151.8%	2PM	23.0%148.8%	23.0%148.8%	16.0%151.8%
3PM	70.0%133.1%	70.0%133.1%	NL	3PM	13.0%125.4%	13.0%125.4%	20.0%153.3%	3PM	13.0%125.4%	13.0%125.4%	10.0%152.0%	3PM	43.0%127.7%	43.0%127.7%	7.0%155.0%	3PM	43.0%127.7%	43.0%127.7%	7.0%155.0%



Date	Issue/Revision/Description
02-03-18	Final survey issue
C	Town Planning issue
D	15-05-18 revised arch
E	02-05-18 Council Comments
F	03-07-18 Town Planning issue
G	03-08-18 Town Planning issue
H	02-09-18 park access

Landscape Town Planning Legend

- Existing trees to be retained (variation of types & sizes are subject to refer to Type Protection Notes & Details)
- Existing trees to be removed
- Proposed evergreen trees
- Proposed deciduous trees
- Proposed succulents in mesh
- Proposed grasses in mesh
- Proposed shrubs
- Proposed lawn
- Proposed kerb edge
- Proposed full paving (subject to levels on-site plan)
- Proposed stepping stone
- Proposed outdoor area
- Existing easements
- Outline of building below

Please refer to relevant notes & details for specific construction techniques

FOR TOWN PLANNING PURPOSES ONLY NOT FOR CONSTRUCTION

Designed: RW
 Drawn: RW
 Approved: RW

Scale: 1:200
 Print Date: 07/11/2019
 Sheet Size: A1
 Sheet No.: 1 of 2

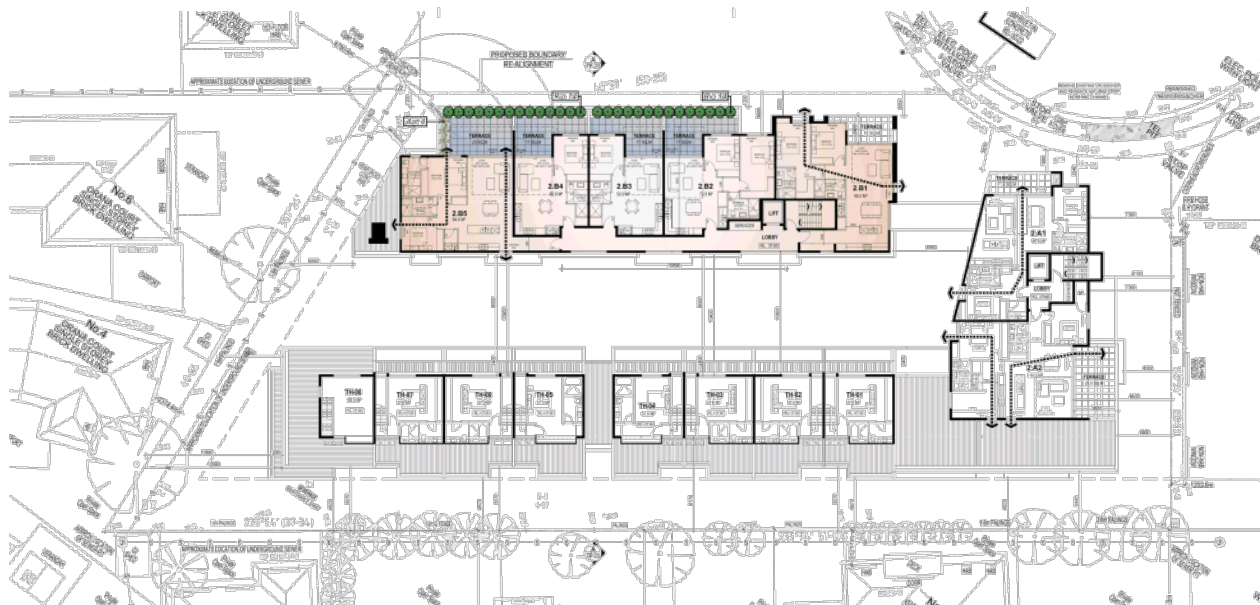


Client: Allister Stanfield

Job: Proposed Development
 4-6 Horscroft Place
 Moorabbin

Title: Town Planning
 Landscape Plan
 Ground Floor
 2008TP1

APP-104-1-2018-03-02-000000



Plant Schedule

Origin	Code	Botanical Name	Common Name	Min Supply Container	Min Supply Height	Min Supply Calliper	Mature Size (m) (HxW)	Totals
		Large Evergreen Trees >11m High						7 Large Evergreen Trees
Indigenous	III	Banksia integrifolia	Coast Banksia	450mm pot	2m	63mm	10.2x4.9L	7
		Small Evergreen Trees <8m High						6 Small Evergreen Trees
Native	III	Bambusa multiplex (Clumping)	Clumping Bamboo	450mm pot	2m	63mm	4.0x3.5	6
Exotic	IIIA	Bambusa multiplex (Clumping)	Clumping Bamboo	700mm pot	2m	76.4x8	5	5
		Shrubs Tropical & Indoors						14 Shrubs Tropical
Exotic	IIIa	Ficus benjamina	Aralia	700mm pot	1.8	52.0	1.8x1.0	4
Exotic	IIIa	Agave attenuata	Century Plant	800mm pot	1.8	61.0	1.8x1.0	4
		Large Shrubs >2.1m						21 Large Shrubs
Indigenous	IIIA	Banksia laevigata	Coast Banksia	950mm pot	2.1m	106.0	1.8x1.0	3
Native	IIIA	Acrocalymma acrocalymma	Coast Banksia	700mm pot	2.1m	80.0	1.8x1.0	3
Native	IIIA	Banksia laevigata	Coast Banksia	700mm pot	2.1m	80.0	1.8x1.0	4
Native	IIIA	Gallathea King Park	King Park Coastal Red Butterfly Bush	200mm pot	2.1m	61.0	1.8x1.0	11
Native	IIIA	Leptospermum parsonsii	Leaves Scented Tea Tree	200mm pot	2.1m	61.0	1.8x1.0	2
Native	IIIA	Leptospermum laurifolium	Tea Tree	700mm pot	2.1m	106.0	1.8x1.0	1
Native	IIIA	Leptospermum laurifolium	Tea Tree	900mm pot	2.1m	106.0	1.8x1.0	1
		Medium Shrubs 1.2m						97 Medium Shrubs
Native	IIIA	Correa alba	White Correa	200mm pot	1.2m	31.5	1.8x1.0	16
Native	IIIA	Philibertia myrsinoides (Wisteria)	Long Leaf Wisteria Flower	200mm pot	1.2m	31.5	1.8x1.0	20
Exotic	IIIA	Wrightia religiosa (Wisteria)	Orange Red Indian Hawthorn	200mm pot	1.2m	31.5	1.8x1.0	61
		Small Shrubs <0.99m						32 Small Shrubs
Exotic	IIIA	Nandina domestica (Fl.)	Flora Sacred Bamboo	140mm pot	0.9	40.0	0.9x0.9	32
		Groundcovers						35 Groundcovers
Native	IIIA	Rhinodendron chinensis	Spring Safflower	180mm pot	0.7	21.5	0.9x0.9	4
Native	IIIA	Marattia chinensis (Wisteria)	Maui Native Rosemary	180mm pot	0.7	21.5	0.9x0.9	4
Exotic	IIIA	Wrightia religiosa (Wisteria)	Flora Sacred Bamboo	180mm pot	0.7	21.5	0.9x0.9	27
		Tussocks						78 Tussocks
Native	IIIA	Diarrhea repens (Tea Tree)	Tea Tree	180mm pot	0.7	21.5	0.9x0.9	12
Native	IIIA	Banksia laevigata	Coast Banksia	180mm pot	0.7	21.5	0.9x0.9	12
Native	IIIA	Lemanea longifolia (Tea Tree)	Tea Tree	180mm pot	0.7	21.5	0.9x0.9	25
Exotic	IIIA	Diarrhea repens (Tea Tree)	Tea Tree	180mm pot	0.7	21.5	0.9x0.9	29
		Climbers						20 Climbers
Exotic	IIIA	Vitis rotundifolia	Common Grape Vine	180mm pot	0.7	21.5	0.9x0.9	20
GRAND TOTAL								369

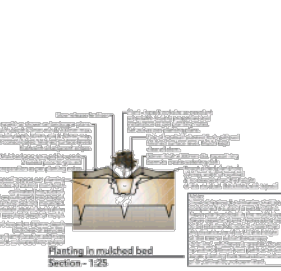
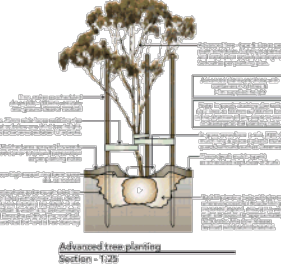
NO PLANT SUBSTITUTIONS. Mature size of plants will vary according to climate, soil conditions and rainfall.

Town Planning Landscape Notes – Residential Landscape

- General: This drawing is to be used in conjunction with the other drawings for the purpose of the site plan. The final location of the trees and shrubs will be determined by the Town Planning Department and the site plan will be subject to approval by the Council. The location of the trees and shrubs will be subject to approval by the Council. The location of the trees and shrubs will be subject to approval by the Council.
- Planting: The trees and shrubs shall be planted in accordance with the specifications set out in this drawing. The trees and shrubs shall be planted in accordance with the specifications set out in this drawing. The trees and shrubs shall be planted in accordance with the specifications set out in this drawing.
- Maintenance: The trees and shrubs shall be maintained in accordance with the specifications set out in this drawing. The trees and shrubs shall be maintained in accordance with the specifications set out in this drawing. The trees and shrubs shall be maintained in accordance with the specifications set out in this drawing.

Town Planning Landscape Notes – Residential Maintenance

- Maintenance: The trees and shrubs shall be maintained in accordance with the specifications set out in this drawing. The trees and shrubs shall be maintained in accordance with the specifications set out in this drawing. The trees and shrubs shall be maintained in accordance with the specifications set out in this drawing.



Date	Code	Notes/Revised Drawing
08-03-18	P1	Final drawing
08-03-18	C	Council Comments
08-03-18	H	Town Planning Issues
08-03-18	H	Town Planning Issues
08-03-18	H	Town Planning Issues

Designed: KW
 Drawn: KW
 Approved: GW

Scale: 1:200
 Print Date: 24/06/2018
 Sheet Size: A1
 Sheet No.: 2 of 2

wallbrink
 LANDSCAPE ARCHITECTURE

603 933 1144
 607 Balcombe Road
 Balcombe VIC 3103

Client: Sherfield
 Job: 4-6 Horscroft Place Moorabbin

Title:
 Town Planning
 First Floor Landscape Plan

Drawing No.: 2008TP2

9. Community Sustainability Reports

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 9.1

LIBRARY STRATEGY ADOPTION

Contact Officer: Jane Grace, Manager Libraries & Social Development

Purpose of Report

The purpose of this report is to seek final adoption by Council of the 2020 – 2030 Library Strategy.

The Kingston Library Strategy 2020 - 2030 establishes a platform for Council around the future development and delivery of high quality contemporary library services to the people who live and work in the City of Kingston.

The Strategy describes the vision for Kingston Libraries, strategic priorities, and the four principles which will guide the development of the library service.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council adopt the Kingston Library Strategy 2020 -2030 (refer Appendix 1).

1. Executive Summary

The Kingston Library Strategy 2020 – 2030 has been finalised following community consultation and receipt of feedback in September 2019.

The draft strategy was approved by Council at the June 2019 Ordinary Council meeting for the purpose of community consultation.

2. Background

I & J Management Services was engaged by City of Kingston to review its current library services and provide advice and recommendations on future service priorities. The project included a range of complementary research and consultation activities from February to May 2019, including:

- Demographic analysis of the Kingston community and its future need for public library services
- Review of contemporary library models and national trends in library service provision
- Desktop research and benchmarking of library services within the City of Kingston
- Observation of the library branches and service centres in operation
- Consultation with library users, representatives of the wider community and Council officers

- A survey of more than 1,700 Library users
- Input to considerations of a Community Panel established to advise Council on community preferences for library service provision
- Review of library service operations and outcomes to identify service priorities and recommendations to inform the future direction of Kingston Libraries.
- Further consultation was held in December 2019 with Council Senior Leadership Group and Team Leaders of all departments in council to gather input and feedback regarding the Library strategy and implantation.

The review summarised Kingston Libraries as a good library service – under used. Key factors attributing to this are:

- Lack of community awareness of the services on offer in a modern library
- Unappealing library buildings and constraints on optimising the usefulness of current spaces
- Outdated business systems and processes that impose a customer service model that disempowers users (resulting in some Kingston residents choosing to use non-Kingston Libraries)
- Limited levels of library programming to activate existing and attract new users

The Kingston Library Strategy outlines priorities on how Kingston City Council will address (through a mix of short, medium and long-term actions) the library's capacity to expand its reach and use, and to deliver greater benefits to the people who live and work in the City of Kingston.

The Kingston Libraries goal is to deliver best practise customer service. In the next 10 years this will be achieved by focusing on four strategic priorities:

1. 21st Century Buildings
2. Contemporary Service Models
3. Customer reach and activation
4. Community engagement and partnerships

Officers are seeking endorsement for adoption of the Kingston Libraries Strategy 2020-2030. *Please refer to Attachment 1: Kingston Library Strategy 2020 - 2030*

3. Discussion

3.1 Council Plan Alignment

Goal 3 - Our connected, inclusive, healthy and learning community

Direction 3.5 - Learning and development.

Direction 3.5 – Support learning and development

Council's Library services and diverse offerings impact lives across the whole life span and in each geographical area of the Kingston community. Libraries are a unique and major contributor to social equality and general wellbeing within the community.

3.2 Consultation/Internal Review

The draft Kingston Library Strategy 2020 – 2030 consultation phase was open for public comment for a four-week period.

The open consultation resulted in 70 document downloads and 19 completed online surveys.

Overall the feedback supported the direction and actions of the strategy's four key principals. Several suggestions were made to improve service and events.

Feedback and suggestions from the public consultation included:

- Access to state of the art library buildings and resources to benefit the entire community. Modernise the libraries please.
- Positive move to take the librarians out from behind desks
- Upgrade Highett
- Cheltenham has had more make overs than can be counted
- Improve access and opening hours
- More work spaces, meeting rooms, study spaces, exhibitions
- Make it fun
- Concerns around staff redundancies with the implementation of RFID
- More programs and events (teen). Storytime in other languages
- Review and invest in programs and timing of sessions to suit community needs
- Technology needs upgrading and develop an IT/Digital Strategy for the libraries
- Love the idea of a consistent Kingston Libraries brand across all branches

These ideas reflect some of the actions for the strategy and support the four key principals.

3.3 Operation and Strategic Issues

The range of strategic issues have been detailed in Attachment 1.

3.4 Options

Two options are identified for Council's consideration:

3.4.1 Option 1

To endorse and adopt the Kingston Library Strategy 2020- 2030

3.4.2 Option 2

To not endorse and adopt the Kingston Library Strategy 2020 - 2030

4. Conclusion

4.1 Environmental Implications

New developments or redevelopments of existing library facilities would seek to achieve improvements to environmental design and outcomes.

The very significant environmental contribution made by libraries can often be overlooked. The entire service model is premised on a re-use / recycle approach to consumption. Achieving greater reach and utilisation further reduces the number of single-use individual book purchases within the community and thus associated environmental impacts.

4.2 Social Implications

The core business of libraries is the building of social capital within communities. This fundamental purpose and function has not changed; however, its method has evolved with changing community needs and expectations.

Learning and development is also a key focus for libraries.

For individuals to be able to participate meaningfully within their communities a basic level of literacy is required. Libraries have always played a critical equalizing role in providing free access for all community members to literacy materials, information and support.

In our modern digitally driven society, not only is basic level of literacy required, but also a basic level of digital literacy. Libraries have therefore evolved to provide this access and support also – with a particular focus on bridging the digital divide that has left many within the community disadvantaged.

Strengthening the service and reach of libraries, directly serves to strengthen and support the wellbeing of communities.

4.3 Resource Implications

The majority of the strategy will be implemented within current budget allocations. Additional funding both internally and external will be pursued to assist, particularly in relation to building enhancement or renewal.

These building enhancements will be subject to specific review processes, Council deliberations and decisions. Officers will work within annual budget development processes as required.

4.4 Legal / Risk Implications

There are no identifiable legal risks associated with the draft Library Strategy.

The primary risk in relation to Kingston Libraries is a reputational one. Given the many capital, technological and service related advancements occurring in the broader library sector (and neighbouring municipalities), local community expectations about what their Kingston libraries deliver are also shifting.

There are also considerable risks in relation to how Council manages the competing community expectations regarding the provision of full service larger libraries whilst also seeking to retain local access.

Appendices

Appendix 1 - Kingston Library Strategy 2020-2030 (Ref 19/267343) 

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Reviewed and Approved By: Mauro Bolin, General Manager Community Sustainability

9.1

LIBRARY STRATEGY ADOPTION

1	Kingston Library Strategy 2020-2030	281
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City of
KINGSTON

Library Strategy 2020-2030

March 2020



City of Kingston, Library Strategy 2020-2030

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Acknowledgements

Kingston Libraries would like to thank members of the Kingston Community Panel for their thoughts, suggestions and recommendations on how the libraries can best meet the community’s future needs and aspirations.

Kingston Libraries also thank Christine Mackenzie, IFLA President-elect 2017-2019 (International Federation of Library Associations and Institutions) for her valuable insights into the changing role of 21st century libraries.

OVERVIEW

Kingston Libraries' *Library Strategy 2030* establishes a platform for the future development and delivery of high quality contemporary library services to the people who live and work in the City of Kingston. The Strategy describes our vision for the libraries, our strategic priorities, and the principles which guide the way we engage the Kingston community in shaping their library service and experiences.

Vision	Living breathing community destinations where the people of Kingston can read, connect, grow and just be.
Mission	<ul style="list-style-type: none"> ▪ We professionally and efficiently deliver library services the Kingston community wants and needs. ▪ We empower users to choose how and when they access library services, and a library experience that works for them. ▪ We put the community and the customer first in every decision and every interaction.
Strategic priorities	<p>Kingston Libraries aim to deliver expectational customer experiences.</p> <p>In the next 10 years we will focus our energies on four strategic priorities:</p> <ol style="list-style-type: none"> 1. 21st century buildings 2. Contemporary service models 3. Customer reach and activation 4. Community engagement and partnerships. <p>We will strive to offer library collections, programs and services that respond to the needs of our diverse communities. We will continue to build the capacity of our people to deliver high levels of customer service and satisfaction.</p>
Values (Kingston City Council)	<ul style="list-style-type: none"> ▪ Dynamic ▪ Community-centric ▪ Future-orientated ▪ Accountable ▪ Expert ▪ Celebrate

Guiding principles

(Libraries and Social Development Team)

1. Our community and our customers are the central point upon which our services turn. They are the reference point for all that we do.
2. With an inclusive approach, we open the doors of opportunity for all people to achieve their goals and participate meaningfully within their community.
3. The best outcomes are achieved when the community are our active partners in identifying the issues, designing the solutions, and implementing the actions.
4. Every voice in our team is valued, and we critically reflect on our services to continually do better.
5. We manage our resources wisely to achieve best value for our community and to support an environmentally sustainable Kingston.
6. Supportive relationships and strong partnerships are critical to our success.
7. We are dedicated to equal and free access to a shared foundation of information, open data, creative works and knowledge.
8. We are innovators. We push the boundaries so that our community has early access to new opportunities.
9. We value the history of our community and ensure it is preserved as a legacy for current and future generations.

KINGSTON LIBRARIES

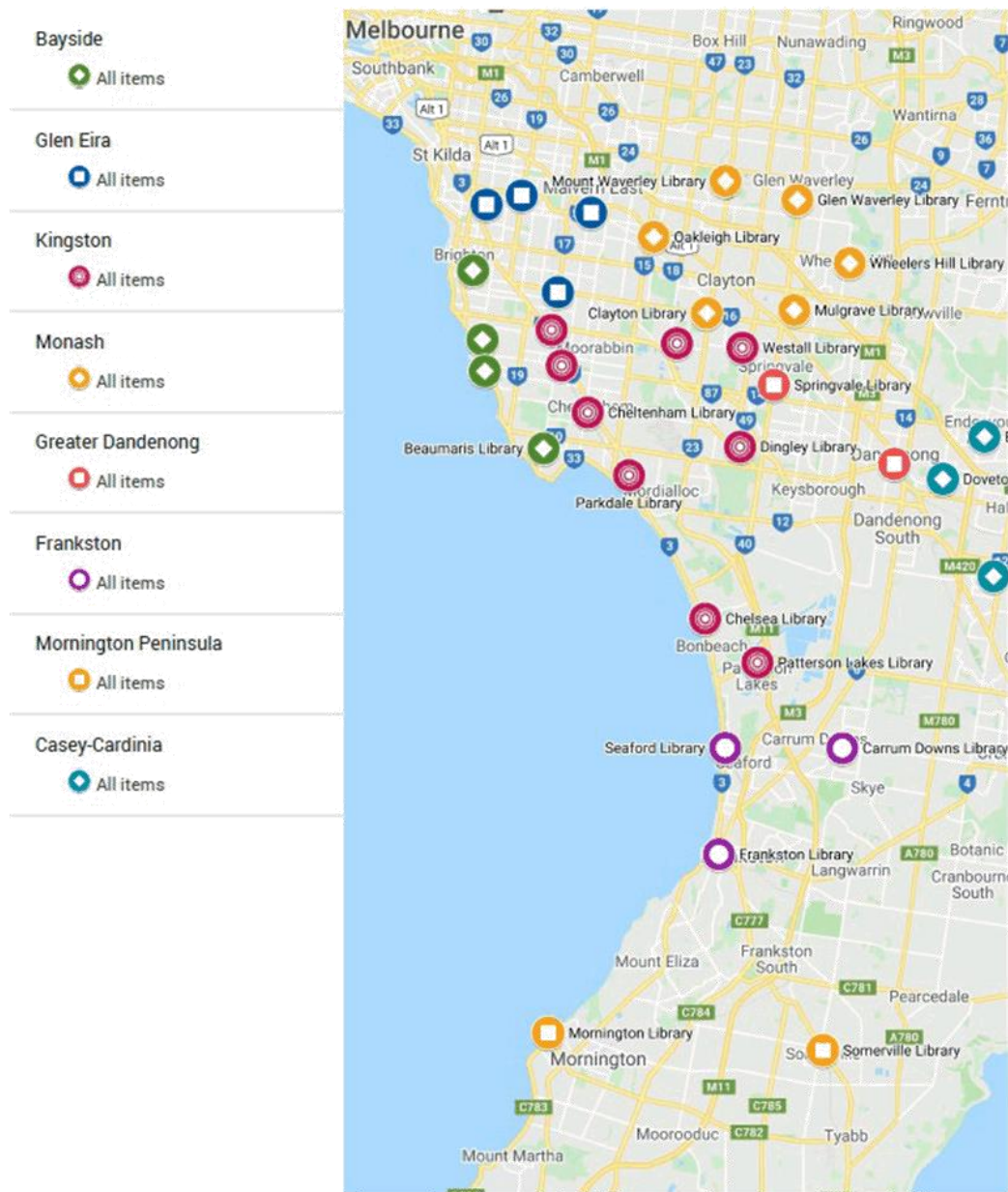
Library services

Kingston Libraries are part of the Libraries and Social Development Team at Kingston City Council. Council operates nine public library branches, with major sites at Chelsea, Cheltenham, Parkdale and Westall, and minor sites at Clarinda, Dingley Village, Highett, Moorabbin and Patterson Lakes. The new purpose-built library and community hub at Westall was opened in 2017. There was a significant redevelopment of the library at Dingley Village in 2019. The libraries at Highett, Parkdale, Cheltenham and Moorabbin are older and have not been upgraded or refreshed in the past 10 years.

The nine libraries are open for a total of 336 hours per week, including some branches with evening hours (until 8pm) and some with weekend openings (approx. 10-2 am on Saturdays, 2-5 pm Sundays). Library users also have 24/7 access to eresources via the library website (<https://www.kingston.vic.gov.au/library/Home>).

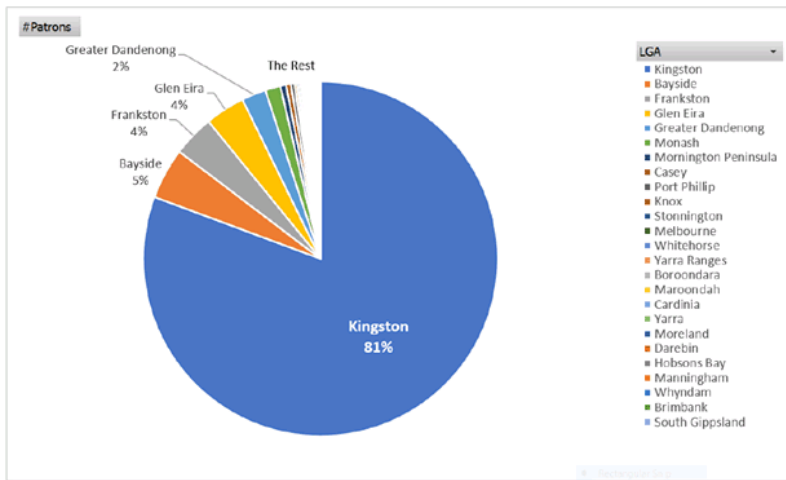
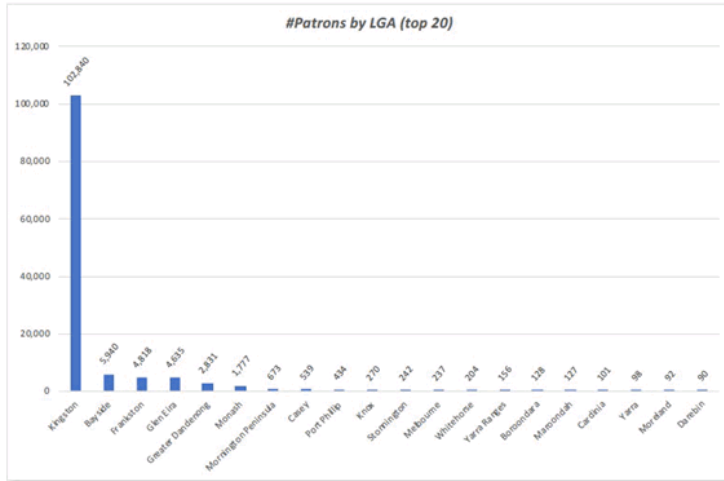


Library services around Kingston



Patrons from other LGA's using Kingston Libraries 2019

Following consultation with Kingston Council internal Leadership group and team leaders a research piece has been developed around the patron usage of Kingston City Council Libraries service from the neighboring council resident. Below is a graph and table on where the members of Kingston Libraries are residents in 2019.



City of Kingston

Library Strategy 2030

Kingston Libraries Services

Collectively, the libraries offer a full range of library services:

- a physical collection of 228,000 books, magazines and CDs/DVDs (including children's, young adult and general collections; collections in languages other than English; large print and audiobooks)
- access to nearly 30,000 digital items (via Borrowbox, Cloud Library, Tumble Book, Story Box Library, RBDigital, Kanopy, etc.)
- information and reference services
- early years literacy programs for babies and pre-schoolers (e.g. Story Time, Tiny Tots), as well as after-school and school holiday programs for primary age children (e.g. Lego Club, Minecraft, Science Club, Games Club, Crafty Kids)
- writing and poetry competitions for young adults
- author talks and technology classes for adults and seniors
- a Home Library Service for the homebound and people in aged care facilities
- public access computers, printers, copiers and scanners
- free wifi
- places to read, study, work and meet.

In 2017-18 Kingston Libraries had a total operating budget of \$6.2 million (approx. \$36 per resident). It employed permanent full-time/part-time and casual relief staff in its branches and operations centre, with the equivalent of 51.2 full-time staff.

Library usage

In 2017-18 Kingston Libraries:

- had 29,600 active borrowing members, representing approximately 18% of the local population
- welcomed more than 650,000 visitors (62% at Parkdale, Cheltenham and Chelsea)
- had 114,000 visits to the library website
- loaned 850,000 physical and 76,000 digital items (72% at Parkdale, Cheltenham and Chelsea)
- responded to 65,000 reference and technical inquiries
- had 49,000 attendances at onsite and offsite library programs and activities (96% in early years literacy and primary school programs)
- hosted 56,000 wifi sessions and 59,000 library computer sessions.

Library achievements

Public libraries change lives by offering communities a place to learn, create and belong. No other institutions offer the same safe and inclusive public spaces with free and equal, life-changing access to art, ideas, education and social engagement.¹ Every day, as a contemporary public library service, Kingston Libraries contribute to a range of individual and community outcomes:

- literacy and lifelong learning
- informed and connected citizenship
- digital inclusion
- personal development and wellbeing
- stronger, more creative and culturally inclusive communities
- economic and workforce development.

¹ State Library of Victoria/Public Libraries Victoria, *Libraries Change Lives*, <https://librarieschangelives.org.au/>.

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"It's a place to wander and wonder. It provides multiple and immediate choices as to your intellectual engagement. You witness others in the community having fun, little people, or pursuing their ambitions, student study, job searchers. It's the best place to take children to stimulate their interest in anything. It's the one place to go to travel in time, and the world." (Library user survey, 2019)

"On a cold day I can sit and read whilst overlooking the small park. It allows me to get out of the house and spend enjoyable time at no cost, which is important since my income is limited and I live alone. I can be warm and comfortable and see other people whilst enjoying a book." (Library user survey, 2019)

Library staff have also been working hard in the past 12 months as part of Council's 'Customer First' initiative to transform the way in which library services are delivered. With encouragement and authority to make practical changes that improve the customer experience, staff have initiated more than 70 projects (large and small) that have seen:

- removal of reservation fees
- upgraded wifi
- introduction of Makerspaces
- scan to email service
- unrestricted access to BorrowBox
- reconfigured layout (Cheltenham)
- improved catalogue searches
- new collections signage in branches
- introduction of recycle bins
- new library bags
- secure lockers and external returns chute (Westall)
- face-out shelving
- height-adjustable chairs at computers.

THE KINGSTON COMMUNITY

The City of Kingston is bounded by the Cities of Bayside, Glen Eira, Monash, Greater Dandenong and Frankston. Kingston is a major employment centre, having one of the largest and most concentrated industrial sectors in Victoria. There are approximately 15,500 businesses with over 70,000 people employed throughout the City. Almost 30% of the community work locally and enjoy short commute times and an improved work-life balance.

Population profile

2016 ABS census data provides a profile of the people who currently live in the City of Kingston. It highlights shifts in the population over the past five years by age, household structure, cultural and language background, education, employment and income. It also highlights differences between Kingston and other local government areas (LGAs) in metropolitan Melbourne.

Population growth in the City of Kingston from 2011 to 2016 (+7.2%) was double the population growth experienced across the Melbourne metropolitan area (+3.6%). The City of Kingston's *Council Plan 2017-2021* indicates that Kingston's residential population of around 157,000 is expected to grow to 187,000 by 2036. The forecast 18% population growth will be concentrated in Highett, Moorabbin, Mentone and Cheltenham.

Kingston is a culturally diverse city with residents from over 150 countries who speak more than 120 languages. About 30% of Kingston's population was born overseas, with 22% from non-English speaking backgrounds including Chinese, Greek, Italian and Indian. The proportion of residents who speak languages other than English is increasing (notably Mandarin, Hindi).

Compared with the metropolitan average, Kingston has a relatively older population. The proportion of residents aged under 34 years – including pre-schoolers, school-age children, tertiary students and the 'young workforce' – dropped slightly from 43% in 2011 to 42% in 2016, well below the 48% metropolitan average. In contrast, the Kingston population aged 60 years and over (which now includes much of the Baby Boomer generation) increased from 22% to 23% of the total, well above the 19% metropolitan average.

As is occurring across Melbourne, average education levels in Kingston are increasing as more people complete post-school qualifications, including vocational certificates, diplomas and university degrees. Despite this, unemployment levels have trended upward, as has the proportion of people in part-time work and the proportion of people looking for full- and part-time work.

It is also noted that the Kingston population has:

- a median age of 40 years, compared with 36 in Greater Melbourne
- 0.4% of Aboriginal and Torres Strait Islander origin
- lower than average levels of social and economic disadvantage (SEIFA Index)
- above average incomes
- 13% of households with no home internet connection (fewer than the 19% in 2011, but above the 12% metropolitan average)
- 25% single person households
- an increasing number of people needing disability assistance (5% of the population), with this being 16% of people aged 75-79 years, 25% aged 80-84 and 43% of people aged 85 years or over.

City of Kingston

Library Strategy 2030

According to the latest data from the 2018 Australian Early Development Census², one in nine children in the City of Kingston commences school 'at risk' or 'vulnerable' in reading, language and literacy skills (11%, vs the Victorian and national averages of 15%). The proportion of children 'at risk' or 'vulnerable' on the language and cognitive skills domain is greatest in Clayton South (24%), Carrum (18%) and Patterson Lakes (17%), where up to one in five children start school not ready to read. Reading readiness at primary school has been shown to be a major determinant in a child's success at school and into post-school education and employment. It is also an area where public libraries can have a significant impact through early years' literacy programs such as Story Time and Tiny Tots.

Implications for Kingston Libraries

The evolving profile of Kingston's population has direct implications for the likely demand for access to library services across the municipality.

Population characteristic	→	Impact on demand for library services
Increasing total population		Larger collections (physical and digital) More general library programs More reading, study and meeting spaces
High and increasing number of Baby Boomer retirees		Larger collections (physical and digital) More lifestyle and retirement programs Potential pool of volunteers
High proportion of seniors and elderly people		More home library services and outreach programs
Pre-schoolers 'at risk' or 'vulnerable' on language and cognitive skills		More Story Time programs in targeted locations Larger children's collections
Fewer tertiary students		Fewer study spaces during the day/evening
Increasing numbers of non-English language speakers (e.g. Mandarin, Hindi)		Larger LOTE collections More programs in community languages More English language programs
People with lower home access to the internet (especially Chelsea, Carrum and Moorabbin)		More access to computers, wifi and 'connected workspaces' More technology support programs
More single person households		More demand for social connectivity
Older people needing access to assistance due to a disability		More home library services Accessible library spaces

² Australian Early Development Census, 2018 results, <https://www.aedc.gov.au/>.

A WORLD THAT NEVER STOPS

In a fast-paced world that never stops, population social, economic and technological changes are changing the way we live, work, study and relax. In planning for the future libraries must understand these changes, the implications and they opportunities they create for people who use, work in and benefit from public library services.

A dynamic population

- We have an ageing population, with post-war Baby Boomers leaving the workforce and entering retirement. They have high expectations and a strong desire to be actively connected with their world – embracing technology as an avenue to further learning that supports lifestyle, travel, employment and social engagement.
- The Baby Bonus Generation is sweeping through the school education system and into tertiary education and the workforce. Children and teenagers are born digital. They integrate technology seamlessly into the way they live, learn and connect because they know no other way.
- Overseas migration has overtaken natural increase as the principal driver of population growth.
- Migration driven by economic demands, humanitarian concerns, family relationships and the appeal of a higher quality of life is changing the ethnic mix in cities and regional centres. Many migrants arrive without the English language skills needed to fully engage with government, community and personal services.
- Mandarin is now the second-most common spoken language in Australia after English.
- Increased housing density and increased life expectancy lead to a similar outcome – increased demand for safe accessible public spaces. People living in smaller dwellings are looking for other places like cafes and libraries where they can spend social and recreational time. As people live longer there are likely to be more single person households and more people looking for opportunities and places to meet and connect to overcome social isolation.

Life in a digital world

- Increased digital connectivity also leads to increased demand for public spaces. People who spend a large amount of time working, socialising or playing online also want access to active people places.
- The rise of smart phones, tablets and other internet-connected mobile devices means that wherever we are, whatever the time, we can and often expect to be able to link to others, access content and apps, conduct business, attend lectures and workshops in remote locations, and carry out a myriad of other activities that meet our needs.
- The internet, social media and new applications have created an explosion in the amount of information available to the public and the pace at which it can be shared. Some of this information is authoritative, but some is un-mediated, untested and 'fake news'. The general population is struggling to identify what information is credible. Skills in searching for, accessing, filtering and interpreting information are in increasing demand.
- Many services and information from Centrelink, Medicare, government agencies, healthcare providers, energy suppliers and other businesses is only accessible online – without regard for user access or ability.
- The nature of education is changing as a greater proportion of learning activities, both formal and informal, occur in a digital environment. Most university, vocational or school courses now have online components related to access, research, content, submission and/or assessment.
- The nature of work is changing too with demand for digital skills in almost every industry sector. Manufacturing and construction jobs used to only require manual skills, but now involve

awareness and use of technology. Telecommuting creates a different work environment and school leavers face a future with 17 jobs and five careers.³

- Access to the new technologies is providing greater opportunities for individuals to co-create information and digital content.

Choosing a future

- People are making lifestyle choices about the balance between work and leisure. There are growing gaps between those who are 'time-rich, income-poor' and those who are 'income-rich, time-poor'. People in their 50s and 60s find themselves sandwiched between the need to care for their dependent children and the responsibility of caring for their older parents, and increasingly find themselves both 'income poor' and 'time poor'
- We are moving away from education as 'preparation for life and work' to learning as 'an integral part of life and work'. Lifelong learning is stimulating, enriching and empowering people, providing them with opportunities to learn and to apply this learning – whatever it may be – with confidence, creativity and enjoyment.
- Globalisation has seen greater movement of people, goods, capital and ideas around the world as physical and trade barriers are reduced and technology makes it easier for people to communicate and buy goods online. The borderless world provides opportunities for greater openness and mutual respect between diverse groups of people who currently neither know nor understand one another. It can also blur the unique characteristics that define and shape localities – leading to a quest for local identity and culture.

³ *Job Mobility in Australia*, The McCrindle Blog, 2014. <http://mccrindle.com.au/the-mccrindle-blog/job-mobility-in-australia>

21ST CENTURY LIBRARIES – WHAT’S CHANGING, WHAT’S NOT

The origins of public libraries

For thousands of years – since the Romans first made scrolls available to patrons of the baths – public libraries have encouraged universal access to books and information to improve learning and strengthen social cohesion. While ‘subscription’ libraries became popular during the 18th century, the push for truly public libraries gained force in the 19th century when the British Public Libraries Act 1850 gave local boroughs the power to raise taxation to establish free public libraries.

“MPs felt that public libraries would provide for self-improvement through books and reading for all classes, and that the greater levels of education attained would result in lower crime rates.”⁴

During the 20th century, public libraries became more widespread, expanding their role from book-lending organisations to community-centred open-access repositories of information.

“The public library, the local gateway to knowledge, provides a basic condition for lifelong learning, independent decision-making and cultural development of the individual and social groups. ... The public library is the local centre of information, making all kinds of knowledge and information readily available to its users. Library services are provided on the basis of equality of access for all, regardless of age, race, sex, religion, nationality, language or social status.”⁵

Throughout their history, and all around the world, public libraries have shared and continue to share five fundamental characteristics. That is:

- they are supported by taxes (usually local)
- they are governed to serve the public interest
- they are open to all, and every community member can access the collection
- they are entirely voluntary in that no one is forced to use the services provided
- they provide basic services without charge.

The 21st century library

In the early part of the 21st century, the next evolutionary phase of public libraries is occurring in response to major population and social changes, new workforce skill needs and rapid technological advancements. Libraries are responding to this dynamic environment by changing the way they work and keeping some things the way they always have been.

Collections

Collections are still the heart of the library. Access to information is the enduring value of libraries. Most people who visit libraries borrow books, and collections account for 15-20% of library expenditure.

What has changed is that librarians are no longer passive minders of a communal resource. Many libraries are genre-fying their collections, grouping them into subject areas and making them more like bookstores. Hard to reach high shelves are gone and books are better displayed face-out. Online discovery layer software sits on top of library circulation systems and socialises the catalogue, allowing for an Amazon-like experience, with readers able to add reviews and ratings and being offered suggestions for similar titles. Printed reference collections and encyclopedias are disappearing, replaced by digital titles that are much more accessible for borrowers and easier for publishers to update. Borrowing patterns are changing too. More people now browse the online catalogue, place holds and

⁴ UK Hansard, 1850. As reported in https://en.wikipedia.org/wiki/Public_library.

⁵ IFLA/UNESCO *Public Library Manifesto*, 1994.

come in and pick up the items when they are available instead of taking home a big pile of books. Procurement of library materials has undertaken a huge change and it is now common for libraries to use standing orders and supplier-aided selection and receive their materials shelf-ready.

Programs

Libraries have long provided programs for children, with Story Times, school holiday activities, after school programs and homework clubs to encourage reading, literacy and learning and complement formal education. Similarly, there have been author nights and talks on topical subjects for adults.

What has changed is a new emphasis on learning programs – for people of all ages. Baby Rhyme Times emphasise the need for parents and carers to start reading to their children as early as possible; pre-school Story Times are more popular than ever, and libraries offer all sorts of programs for children. Digital literacy classes are held for all ages, programs are run outside the library, library staff attend community events and provide outreach services. Volunteers enable libraries to provide additional services such as adult Story Times, iPad lessons at aged care facilities, English language conversation classes, reading dogs and chess clubs. Selection and delivery of library materials to those who cannot visit the library is also being done by volunteers.

Spaces

Libraries are familiar places to many people in the community – comfortable, safe, inclusive places where all are welcome. Warm in winter and cool in summer, the local library is a place to meet and connect, or a place to be alone with others. Whatever their size, there never seems to be enough space for all the collections, activities and people.

Today, when libraries are built or renovated there is a big emphasis on flexibility. Shelving is on wheels so it can be moved to create space for events and performances. There is demand for quiet spaces to study and read. Comfortable chairs and sofas create a cosy ambience and provide spaces for small group discussions and talks. New creative spaces – makerspaces, fab labs, co-working spaces – are being added to encourage learning and stimulate economic development. Libraries are co-located with museums, art galleries, maternal health centres, community centres, swimming pools and local history societies. There are undefined spaces that users can configure themselves, with furniture that can be easily shifted around for different uses. Architectural features such as staircases double as seating for performance spaces; exciting children's spaces encourage creativity and learning; and laptop bars allow people to use their own technology in the library. Some libraries offer secure 24/7 access, allowing people to use the space when no staff are present.

Library staff

Library staff have always been rated highly by community members for their friendliness, helpfulness and customer service. Librarians are good at collaborating and sharing information with their customers.

What has changed is that there are new expectations on staff to deliver learning programs, conduct events and more actively promote reading and literacy. Libraries are employing people with skills in teaching, marketing and communications, information and communications technology, youth work, fundraising, grant writing and volunteer management. There is a blurring of roles within the library and a greater emphasis on teamwork and partnerships.

New service models, new users

RFID and self-service have changed the way public libraries think about service delivery. When staff are freed from the circulation desk many opportunities arise and new programs and services can be offered that respond directly to community needs.

There is an increased emphasis on partnerships and collaboration with community organisations and governments. Programs such as Tech Savvy Seniors, Libraries after Dark and educating seniors about scams have been run in consultation with government departments and corporate sponsors. Libraries provide space for community groups (such as U3A) to run classes. Partnerships with local universities, schools, and organisations catering to people with special needs such as autism mean that the library can amplify and increase its reach into the community.

Libraries are going out to the community to offer programs and services to people who are not traditional library users. Library staff visit community centres to run Story Times and provide advice to new parents on the importance of reading to babies and young children. They attend assisted-living accommodation to provide technology training and attend fetes and festivals to promote the library.

Change drivers

Technology will continue to be a big driver of change in libraries. Web 2.0 and the rise of social networking signalled a huge shift in library service provision. Technologies to watch now are artificial intelligence (AI), augmented and virtual reality (AR/VR), robotics, blockchain and open source. The semantic web and linked data promise to open new access points into library information.

Funding is always a driver for change – often because of diminishing budgets, but sometimes because investment in capital works and new or renovated library buildings becomes the impetus for examining processes and practices to ensure that they are still relevant. Yet there comes a point where inadequate resourcing causes systemic failure, as in the UK where nearly 500 public libraries have closed since 2011. The implications are real, with book loans to children since 2011 having fallen in Birmingham by 32%, in Newcastle by 35% and in Sheffield by 56%.⁶

Globalisation of information impacts on local cultures, emphasising the need and desire for preservation and encouragement of local history and cultural heritage. It is estimated that 65% of effort required to achieve the United Nations' 2030 Agenda and Sustainable Development Goals will be local, according to Christopher Woodthorpe, Director of the United Nations Information Centre in Canberra.

User expectations are also changing. People now expect 24/7 access to services, and places and spaces that suit their individual and collective needs. Libraries are using user-centred design thinking to guide their engagement with the community in co-design of library services and spaces.⁷

Where are libraries heading?

The Victorian Public Libraries 2030 Strategic Framework explores the future of libraries via two scenarios. The Creative Scenario emphasises creativity, collaboration and brain health, where people will create content and seek skills and resources to develop and express their creativity. The Community Scenario emphasises dynamic learning and community connections. People will consume content and seek classes, workshops and spaces that support 21st century literacies and learning.⁸

Collaboration and partnerships will be key to the development of library services into the future. Libraries will co-design their programs and services with their community. Libraries must be clear about their role and articulate this clearly to stakeholders and the community. And every librarian and library user needs to be an advocate to ensure that libraries have the resources they need to provide high-quality services to current and future generations.

⁶ <https://www.theguardian.com/commentisfree/2017/dec/15/tories-libraries-social-mobility-conservative>

⁷ <http://designthinkingforlibraries.com/>

⁸ https://docs.wixstatic.com/ugd/1f8737_a5e5bc11791042e59250fb06595ae29f.pdf

PLACEMAKING

Plan Melbourne reinforces under Outcome 5 that Melbourne is a city of inclusive, vibrant and healthy neighbourhoods. This outcome is supported through key Directions that provide for the creation of 20-minute neighborhoods and reinforce the critical need for integrated planning around social infrastructure. Increasingly for Kingston the 'interdependencies' between different land uses is growing as our land becomes scarcer and population and employment growth is changing building typologies in and around Activity Centres.

Kingston is also fortunate that significant investment is being made to facilitate substantial enhancements to transport infrastructure across the City through the Level Crossing Removal Works and the planned Suburban Rail Loop. The Suburban Rail Loop project transforms access for much of the Kingston community into the Monash University and Health Precinct and will in so doing, play a significant role in influencing land use planning decisions in Kingston particularly around Cheltenham where the project is envisaged to start.

These transformative infrastructure changes to the City dictate that a much greater focus needs to be placed on the expanded roles our Activity Centres and how the provision of integrated community services is a critical ingredient. Approaches such as that achieved in Central Dandenong where consideration has been given to the incorporation of library facilities within an activated community precinct demonstrates the role a place-based approach can play in determining future library-based investments.

The benefits of following both local and international trends of alignment library investments into Activity Centres include:

- the ability to link future library investment decisions into locations where existing Council planning policies very actively encourage the aggregation of mixed use development outcomes creating the ability to use land much more efficiently and 'cluster' land use activities together (eg. libraries with other Council services, community housing, education facilities or retail and service facilities)
- planning the investment into readily identifiable locations where individuals and families will be able to visit for multiple different purposes;
- transport infrastructure (trains, buses and cycling infrastructure) in Kingston is already channelled into Activity Centres broadening the range of transport choices available to people including older people and school students who are key users of library services.
- successful libraries will bring broader economic benefits as they will bring additional visitors into activity centres to support small businesses
- as housing in and around activity centres continues to diversify and increasingly apartment developments occur, libraries can become the 'meeting or break out places' for people living in apartments fostering social inclusion and greater community connectedness.

Supported through its Planning Policies, Council can through future investment decision making around the placement / upgrading of libraries view these decisions as significant catalysts for its Activity Centre and Placemaking objectives.

STRATEGIC FRAMEWORK 2030

Our vision and mission

Our vision for Kingston is public libraries that are well-resourced, well-used and ...

*Living breathing community destinations
where the people of Kingston
can read, connect, grow and just be.*

Our mission is to create and sustain those libraries – continually evolving and adapting to changes in our community, changes in technology and changes in the world in which we live. We are committed to being the best we can be.

- We professionally and efficiently deliver library services the Kingston community wants and needs.
- We empower users to choose how and when they access library services, and a library experience that works for them.
- We put the community and the customer first in every decision and every interaction.

Guiding principles

Kingston City Council's Libraries and Social Development (LSD) Team sees a thriving and connected community, with equal opportunities for people to engage in lifelong learning and achieve personal success. Using an inclusive approach, the LSD Team connects the Kingston community with information, knowledge, resources, creativity and each other.

The way in which the LSD Team works to serve and support the community, works with one another, and is accountable to the community is guided by the following principles.

1. Our community and our customers are the central point upon which our services turn. They are the reference point for all that we do.
2. With an inclusive approach, we open the doors of opportunity for all people to achieve their goals and participate meaningfully within their community.
3. The best outcomes are achieved when the community are our active partners in identifying the issues, designing the solutions, and implementing the actions.
4. Every voice in our team is valued, and we critically reflect on our services to continually do better.
5. We manage our resources wisely to achieve best value for our community and to support an environmentally sustainable Kingston.
6. Supportive relationships and strong partnerships are critical to our success.
7. We are dedicated to equal and free access to a shared foundation of information, open data, creative works and knowledge.
8. We are innovators. We push the boundaries so that our community has early access to new opportunities.
9. We value the history of our community and ensure it is preserved as a legacy for current and future generations.

Council values

Kingston Council strives for excellence in everything it does. It is a diverse, dynamic and contemporary organisation that puts people and places at the forefront of its decisions and actions.

Six key values underpin Council’s Community Inspired Leadership framework. These values describe how Council works and how this work is focused on delivering exceptional service and benefit to the community. The values inform the skills, aptitudes and knowledge that are necessary to successfully perform our roles.

The framework is a strategic approach to developing employees which aligns with Council’s vision and facilitates achievement of key outcomes. The values provide structure for performance planning and performance management, as well as supporting effective recruitment and selection, and informing the development of leadership and professional development programs.



Strategic priorities and key actions

Library Strategy 2030 establishes a platform for the future development and delivery of high quality contemporary library services to the people who live and work in the City of Kingston. Our goal is to deliver great customer experiences. We will achieve this by focusing our energies on four strategic priorities.



We will strive to offer library collections, programs and services that respond to the needs of our diverse communities. We will continue to build the capacity of our people to deliver high levels of customer service and satisfaction.

Priority 1	THRIVING PLACES
Description	<p>21st century libraries are places where people go to access, participate in and experience a diverse range of collections, resources, facilities, spaces, programs, and learning and cultural opportunities. Modern libraries:</p> <ul style="list-style-type: none"> - are located in thriving activity centres that provide the community with easy access to multiple service and recreation options - are attractive, functional and accessible for all-abilities - are flexible to accommodate collections and activities which serve the different interests and needs of the community - stimulate interest in library services - provide community spaces that encourage people to come, connect and stay (e.g. gardens, cafes) - are energy efficient, support environmental initiatives and are a place of respite during extreme weather conditions. <p>Kingston Libraries' branch network comprises nine buildings of varying age, size, appeal and functionality.</p>
Key actions	<ol style="list-style-type: none"> 1.1 Explore alternative service delivery approaches in Highett-Moorabbin that better meet the needs of the local community. 1.2 (As soon as possible) Redesign the layout of all library branches to reduce the amount of space dedicated to the circulation and reference desks and create additional space where people can read, study, work and meet. 1.3 Modernise and strengthen service provision around the three larger libraries at Parkdale, Cheltenham and Chelsea to align with contemporary public library standards and Council's precinct planning. 1.4 Consider how improved access to library services can be achieved for those who may not be in immediate proximity to a library.

Priority 2		CONTEMPORARY SERVICE MODELS	
Description		Kingston Libraries are shifting from a traditional to a contemporary library service model where customers are empowered to choose how and when they access library services, and a library experience that works for them. Library staff will be unshackled from low value transactional activities that necessitate them operating from 'behind the desk', so that they can meet the burgeoning community needs that require higher value interactions. They will spend more time with customers advising on book selection, responding to inquiries, assisting with digital technologies, planning and delivering programs and taking the library out into the community. New technologies and innovative outreach approaches will change the way people access and engage with their library.	
Key actions		2.1	Implement RFID and other current technologies to increase customer choice, streamline borrowing processes, more efficiently manage the collection, and free up staff time to focus on high benefit customer services.
		2.2	Review functions, responsibilities and levels of branch staff to appropriately recognise and respond to changing customer expectations of service scope and level.
		2.3	Upgrade the library website to enhance engagement and provide easier access to library catalogues, resources, programs and services.
		2.4	Develop and maintain a Kingston Library app to enhance the customer experience.
		2.5	Review all customer service processes to focus on empowering customers to shape their library experience.
		2.6	Review the centralised phone number and online services to ensure the library has the most efficient mix of customer access options (including consideration of live chat and chatbot technology).
Opportunities		▪	Take advantage of new LMS functionality to enhance customer engagement and collection management.
		▪	Explore ways to leverage the diverse skills and interests of all staff to respond to user inquiries and offer new customer experiences.
		▪	Explore ways for staff to experience working in other library services to expose them to different service models and stimulate further innovation and creativity.
		▪	Continue to focus and deliver on Council's 'Customer First' initiative as a way of improving customer service and developing a strong customer-centred culture.

Priority 3		CUSTOMER REACH AND ACTIVATION
Description	Public libraries have evolved beyond their traditional role of housing book collections to also offering vital community services, including: digital connectivity; support for early years, digital and English language literacy; and universal access to information and government services. Research shows that (on average) Victorian public libraries generate \$4.30 in benefit for every dollar invested, yet the return in Kingston is estimated at only \$3.20. ⁹ This is because use of the services provided by the library is not at the level observed in other libraries. Expanding engagement of current library users, increasing awareness of library services, and reaching out to new library users will increase community benefits in literacy and lifelong learning, digital inclusion, personal development and wellbeing, and a stronger, more creative and culturally inclusive community.	
Key actions	<p>3.1 Develop and implement (with the support of Council's Communications Team) a creative and multi-dimensional marketing strategy to increase community and library user awareness of the full range of services offered by Kingston Libraries.</p> <p>3.2 Explore how to more effectively leverage digital platforms and emerging technology (including social media, other software apps and products, AI capability, AR/VR, etc.) to engage users and non-users.</p> <p>3.3 Expand community access to existing library programs and broaden the range of programs on offer – especially programs for adults and young people.</p> <p>3.4 Review the distribution of library opening hours across the branch network to ensure that libraries are accessible to a greater number of people (including evening and weekend access).</p> <p>3.5 Identify ways to increase service utilization and library borrowing through greater activation of current members, tailored marketing and engagement, and increased library membership.</p> <p>3.6 Explore opportunities to expand the Home Library Service and other outreach activities that take the library to where the people are.</p> <p>3.7 Continue to reshape the collection (both physical and digital) so that its content and quality responds to the reading and literacy interests of library users and the community.</p> <p>3.8 Promote wider uptake of digital collections (e.g. eBooks, eMagazines, eAudiobooks, video streaming).</p>	

⁹ SGS Economics, *The Value of Public Libraries in Victoria*, <https://www.sgsep.com.au/maps/2018/victoria-value-of-public-libraries/#>.

Priority 4		COMMUNITY ENGAGEMENT AND PARTNERSHIPS
Description	<p>The scope, reach and provision of public library services is increased where there is deep understanding of and engagement with the community and service partnerships that leverage skills and resources. Partnerships and collaboration with Council and community-based organisations and the wider public library sector can raise awareness of and promote library services to targeted population cohorts, expand service offerings and service delivery options, and improve service reach, quality and efficiency. Kingston Libraries' strategic positioning, community engagement and partnership development are currently constrained by the absence of staff with the appropriate responsibility, authority and skills to fulfil these roles.</p>	
Key actions	<p>4.1 Build organizational capacity and allocate leadership responsibility to enable library services to deliver greater impact in the areas of:</p> <ul style="list-style-type: none"> - community analysis and engagement - library programming - marketing - partnership development. <p>4.2 Actively strengthen strategic connections with Council Departments that support more efficient service provision and increase reach of library services into the community (e.g. children and youth services, family services, community development, business development, strategy, planning and infrastructure, information services).</p> <p>4.3 Strengthen strategic partnerships with Neighbourhood Houses, Community Centres, kindergartens, schools, leisure centres, businesses, historical and cultural organisations, and community service providers to enhance the service offering and contribute to collective community strengthening efforts.</p> <p>4.4 Regularly collect and analyse data on community characteristics, library use and customer satisfaction to understand service needs, preferences and performance.</p> <p>4.5 Conduct regular and systematic library user and community engagement activities (including surveys) to:</p> <ul style="list-style-type: none"> - understand customer use and experience of library services - measure customer satisfaction - gather suggestions on areas for improvement - identify opportunities to enhance library service offerings (e.g. collections and programs). 	

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 9.2

CON-19/55 AWARD OF CONTRACT - CONCIERGE SERVICES

Contact Officer: Leigh Stewart, Principal Maintenance Planning Officer

Purpose of Report

The purpose of this report is to seek Council approval to award Contract 19/55 – Concierge Services to the recommended tenderer from the tender submissions received.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Award Contract 19/55 Concierge Services to National Protective Services Pty Ltd – for a period of three years for the price of \$154,947.00 per annum (exclusive of GST);
2. Delegate authority to the Chief Executive to extend the operation of Contract 19/55 beyond the Initial Contract Term for a further period of two years, i.e. up to a maximum Contract Term of five years from the contract commencement date, subject to satisfactory ongoing performance;
3. Approve an additional \$15,000 operational budget allocation in the current financial year to bridge the gap in funding to deliver the scope of works contained in the contract until 30 June 2020 via the mid-year budget review process; and
4. Refer the ongoing adjusted full year budget implications (as detailed in Section 4.3), in 2020/21 financial year and beyond for the delivery of these contracted services to the 2020/21 budget process, as a budget pre-commitment.

1. Executive Summary

Tenders have been sought for the provision of Concierge Services at Council offices, 1230 Nepean Hwy, Cheltenham via open tender procedure. This report is seeking Council's approval to award Contract 19/55 – Concierge Services to National Protective Services Pty Ltd. for a price of \$154,947.00 per annum (excl. gst) to support appropriate security and customer service provision at Council's corporate head-quarters. The report outlines the tenders received and the outcome of the tender evaluation process followed to arrive at the recommendations proposed in the report.

2. Background

Officers have sought tenders for Concierge services at 1230 Nepean Highway, to provide a broad range of security functions and to respond effectively to customer service requirements.

The tendered scope includes the expanded scope of services that have been identified as being required since the initial inception of the concierge in late 2017.

These additional services include:

- higher classification level of concierge service to offer meet & greet services at reception, including visitor registration, CCTV monitoring and security services.
- extended hours of operation to include early mornings and late evenings until 10.00pm to cover Council meetings.

Several submissions have been received and evaluated by officers and a recommendation in terms of appointment is contained within this report.

As a result of the tender evaluation process, officers are now seeking approval to:-

- appoint National Protective Services Pty Ltd for an initial period of three years, with the option of a further term of two years (maximum 5 years), for the price of \$154,947.00 per annum for provision of the scoped concierge services, which include:-
 - Meet & greet services at reception, including visitor registration,
 - Monitoring the internal and external built environment,
 - CCTV monitoring and security services,
 - Checking staff ID Cards,
 - Issuing contractor/visitors passes,
 - Assisting with incident & emergency management within the building
 - Out of hours/Council meeting public access control
- approve an additional \$15,000 budget allocation during 2019/20 to fund the scope of works contained within Con 19/55 up to 30 June 2020 via the mid-year budget review process; and
- refer the ongoing adjusted full year budget implications in the 2020/21 financial year and beyond for the delivery of these contracted services to the 2020/21 budget setting process as a budget pre-commitment.

3. Discussion

3.1 Council Plan Alignment

Goal 4 - Our free-moving safe, prosperous and dynamic city
Direction 4.5 - Keeping our community safe and protected

The appointment of an appropriately qualified concierge service will improve safety outcomes for building users and help to underpin improved customer experience at Council's corporate headquarters, 1230 Nepean Hwy, Cheltenham.

3.2 Consultation/Internal Review

Council's Customer Service and Town Planning Departments, who have a presence on the ground floor where the concierge is located, have provided input / feedback in terms of the nature / level of service required.

3.3 Operation and Strategic Issues

3.3.1 Tender evaluation

Tenders closed at 2.00pm on 27 June 2019, at which point thirteen (13) tender submissions were received from the following contractors:

<i>Tenders Submission Received at Close of Tender Period (in alphabetical order)</i>
Allied Security
Constant Security
Eagle Guards
Icorp Security
MA Security
MC Security
Monjon
National Protective Services
POI Holdings
Sec Guards Melbourne
SNP Security
Southern Cross
Titan Security

<i>Annual Tender Offers Received at Close of Tender Period (in lowest to highest order – excl. gst)</i>
\$131,820.00
\$141,440.00
\$143,616.20
\$144,300.00
\$149,240.00
\$154,947.00
\$164,008.00
\$164,322.60
\$166,813.40
\$170,336.40
\$171,470.00
\$171,769.00
\$180,346.40

The Tender Evaluation Panel (TEP) comprised the following Officers:

- Anthony Ziem – Team Leader Facilities Maintenance
- Wendy Ferguson – Facilities Contract Manager Officer
- Brandon Davis – Team Leader Customer Care
- Naomi Crowe – Team Leader City Development

The evaluation criteria used to evaluate all tenders under Con 19/55 (listed in order of importance) were as follows:

- (i) PASS/FAIL Criteria
 - Compliance with OHS, Environmental and Insurance requirements
 - Financial Capacity

- (ii) Weighted Scored Criteria
 - Previous Relevant Experience in projects of similar scale and scope
 - Price / Financial Benefit to Council
 - Ability to meet set time constraints
 - Methodology
 - Resources

Following close of tenders, and based on the application of the above evaluation criteria, the TEP undertook interviews with six short listed tenderers to identify any errors and/or omissions made within their initial tender submissions.

Based on the tender offers detailed in this report and the attached confidential evaluation matrix, it is recommended that Council agree to award Contract 19/55 to National Protective Services Pty Ltd on the basis that they provide Council with the best overall value.

A confidential tender evaluation matrix is attached to this report for Councillor information (please see Appendix 1).

3.3.2 Commencement of Service

Subject to Council approval, the initial term of the contract will be for three (3) years, commencing April 2020. It should be noted that the contract also includes the option for Council, at its sole discretion, to extend the contract for a further period of two (2) years, up to a maximum Contract Term of five (5) years from the date of commencement.

Council is asked to delegate authority to the Chief Executive to extend the operation of Contract 19/55 beyond the Initial Contract Term for a further period of two (2) years, up to a maximum term of five (5) years.

3.3.3 In-House Service Delivery Comparison

At CIS in November 2019, Councillors requested further information on the estimated cost and implications of delivering an in-house concierge service as an alternative to the award of Con 19/55.

Accordingly, officers have undertaken an assessment of employee costs/entitlements, licencing accreditations, etc. and have developed a work roster based on the following service assumptions that mirror the service scope used with the tender specification for Con 19/55:-

- Operating hours between 7.30am – 10.30pm, with all breaks, lunch, annual leave and sickness periods covered,
- Level 4 concierge service, which requires a high degree of presentation, IT literacy, CCTV usage, security training/ability to physically intervene and prevent incident escalation & customer care training,
- All required annual training and security industry accreditations are in place
- All phones, equipment, uniform costs
- Compulsory annual industry insurance

In assessing the above, two potential operating models/options have been considered, as follows:-

- (i) Option 1 – Hybrid Option : This option is based on a delivery model that would use two (2) directly employed Council full time concierge staff, with an external contractor being engaged to provide cover for all sickness and annual leave, as well as providing cover during lunch breaks, through the use of a mobile patrol security guard, who would have the necessary licensing and insurance credentials in place. This option is identical to the tendered scope of works in all regards, except that the concierge staff members would be permanent employees of Council, as opposed to being employed via a external contractor. This option is estimated to cost approximately \$200,000 per annum.
- (ii) Option 2 – Full In-House Option : This option is based on a fully in-house concierge service, where a total of three (3) full time concierge staff would be employed by Council directly and rostered to provide cover all for all sickness, annual leave and lunch breaks throughout the day. This option is estimated to cost in the region of \$270K per annum. Based on the potential rostering of the officers, there would be some “added value” benefits that could be leveraged from this option, as it would provide some additional concierge capacity over that in Option 1, for example to assist facilities staff with Council meeting room set up or assisting with CCTV monitoring.

In addition to the above, Council is asked to note that it would still be necessary to enter into a call off/schedule of rates contract with an external provider in order to be able to cover any unplanned events, such as a period of short term sick leave taken by one concierge officer during a period of annual leave being taken by another of the in-house concierges, etc.

Further information on the assumptions used to provide the estimated costs above for Options 1 and 2, please refer to Appendix 3 of this report.

On the basis of the above significant cost and operational management/risk and ongoing compliance issues associated with operating an in-house concierge option, officers recommend that Councillors agree to award Con 19/55 to the nominated contractor to deliver the required service levels.

4. Conclusion

4.1 Environmental Implications

N/A

4.2 Social Implications

Ensuring provision of an appropriately experienced concierge service at Council headquarters will support and enhance the customer service experience for residents and visitors to the site.

4.3 Resource Implications

The current operational budget for concierge services in 2019/20 is \$84,460 (account 2204.2205). The tendered scope includes the expanded scope of services that have been identified as being required since the initial inception of the concierge in late 2017.

These additional services include:

- Higher classification level of concierge service to offer meet & greet services at reception, including visitor registration, CCTV monitoring and security services.
- Extended hours of operation to include early mornings and late evenings until 10.30pm to cover Council meetings.

These changes have been incorporated into the updated tender specification, the cost of which exceeds the available budget by approximately \$70,000 per annum. Given the criticality of the service to the safe operation of Council's customer service area and out of hours operations, Council is asked to:-

- Approve the award of contract Con 19-55,
- Delegate authority to the Chief Executive to extend the contract for a further term, subject to on-going satisfactory performance,
- Approve an additional \$15,000 increased budget allocation to fully fund the tendered scope of works under Con 19/55 to 30 June 2020, as part of the 2019/20 mid-year budget review process; and
- Refer the ongoing adjusted full year budget implications in the 2020/21 financial year and beyond for the delivery of these contracted services to the 2020/21 budget setting process as a budget pre-commitment.


4.4 Legal / Risk Implications

Inadequate provision of an effective concierge role, potentially leaves Councillors, officers and visitors to the site with an increased risk of exposure to a range of security risks. To provide the adequate coverage including expertise an external security service provider has been sourced to mitigate this risk.

Appendices

Appendix 1 - Tender Evaluation CON-19/55 Award of Contract - Concierge Services
(Ref 19/258747) - Confidential

Appendix 2 - Certificate of Compliance National Protection Service (Ref 19/258974)  [↓](#)

Appendix 3 - Concierge Service - In House Delivery Options Cost Assumptions (Ref
20/31385)  [↓](#)

Author/s: Leigh Stewart, Principal Maintenance Planning Officer
Reviewed and Approved By: Steve Lewis, Manager Community Buildings
Mauro Bolin, General Manager Community Sustainability

9.2

CON-19/55 AWARD OF CONTRACT - CONCIERGE SERVICES

1	Certificate of Compliance National Protection Service.....	315
2	Concierge Service - In House Delivery Options Cost Assumptions.....	317

CERTIFICATE OF COMPLIANCE
AMALGAMATED COUNCILS OF VICTORIA

National Protection Services Pty Ltd

Have been assessed and have provided sufficient evidence to be Compliant as a Level 2 Contractor within the Amalgamated Councils of Victoria OHS Contractor management system.

Date: Thursday, 21 February 2019

This assessment remains valid for a period not exceeding 2 years from the issue date.

Certification will be suspended upon the expiry of Insurance Policies, Licences and Certification documents.

Repeated or serious safety breaches may lead to the cancellation of this certification.

Compliance to Level 2 allows the contractor to undertake tasks assessed as Extreme, High, Medium and Low Risk

community inspired leadership





Concierge Services, In-House service provision options 1 & 2

Option 1

Labour based on 2 new internal staff with external contractor cover for periods of leave and lunch breaks

Name	Security Level	Status	Monday	Tuesday	Wednesday	Thursday	Friday	Total weekly hours	Pay annual - excluding loading, etc
1	4	FT Band 4D	0730-1500	0730-1500	0730-1500	0730-1500	0730-1500	38	\$78,828.10
2	4	FT Band 4D	1500-2230	1500-2230	1500-2230	1500-2230	1500-2230	38	\$100,570.27
3	4	Coverage during normal business hours						5	\$10,372.11
								Sub total	\$189,770.48

Sundries

Description	Item	QTY	Average annual cost over 3 years	
Initial set up cost	Consultancy	1	\$1,666.67	
Uniform	LOD Promotions	2	\$645.00	
Shift Phone/Duress	Samsung A50	1	\$740.00	
Insurance	Estimated	Annual Fee	\$3,500.00	
Accreditation	Licence - 5 activities (body corporate)	Annual Fee	\$2,178.30	
Training	CPP20212 Certificate II in Security Operations	1	\$332.67	
Training	CPP31318 Certificate III in Security Operations	1	\$331.61	
			Sub total	\$9,394.25

			Estimated Total	\$199,164.73
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Note: 3rd person cover gap in shifts from internal staff allocation, Equivalent to Security level 4

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Option 2
Labour based on 3 new internal staff to provide full cover for leave and lunch breaks

Name	Security Level	Status	Monday	Tuesday	Wednesday	Thursday	Friday	Total weekly hours	Pay annual - excluding loading, etc
1	4	FT Band 4D	0730-1500	0730-1500	0730-1500	0730-1500	0730-1500	38	\$78,828.10
2	4	FT Band 4D	0900-1700	0900-1700	0900-1700	0900-1700	0900-1700	38	\$78,828.10
3	4	FT Band 4D	1500-2230	1500-2230	1500-2230	1500-2230	1500-2230	38	\$100,570.27
								Sub total	\$258,226.47

Sundries

Description	Item	QTY	Average annual cost over 3 years
Initial set up cost	Consultancy	1	\$1,666.67
Uniform	LOD Promotions	3	\$1,334.00
Shift Phone/Duress	Samsung A50	1	\$740.00
Insurance	Estimated	Annual Fee	\$3,500.00
Accreditation	Licence - 5 activities (body corporate)	Annual Fee	\$2,178.30
Training	CPP20212 Certificate II in Security Operations	2	\$665.34
Training	CPP31318 Certificate III in Security Operations	1	\$331.67
		Sub total	\$10,415.98

	Estimated Total	\$268,642.45
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Note: 3rd person Surveillance Officer, Cover gap in shifts, walks, leave, and assist with room set up (Space allocation)

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 9.3

SITTING FEE FOR ICACC INDIGENOUS COMMUNITY MEMBERS

**Contact Officer: Jihan Wassef, Team Leader Community Engagement
Ray Tiernan, Coordinator Community Engagement**

Purpose of Report

The purpose of this report is to provide Council with information in response to the latest Council's Access & Equity Committee meeting; suggesting that Council pay a sitting fee for Indigenous community members to attend future Council's Inter-Council Aboriginal Consultative Committee (ICACC).

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council pay a sitting fee of \$50 – up to \$200 annually for each ICACC meeting Indigenous Community members attend (4 meetings per annum).

1. Executive Summary

ICACC was established in 1997 with eight (8) participating Councils. This membership has decreased to four (4), they include:

- City of Casey
- City of Greater Dandenong
- City of Kingston
- City of Mornington Peninsula

Inter-Council Aboriginal Consultative Committee (ICACC) meetings occur four times a year.

In addition to this decrease in membership, there has been a decrease in Indigenous Community member attendance of ICACC meetings.

At the 19th March 2019 ICACC meeting, payment of \$50 per meeting (up to \$200 annually) was considered as a way of increasing future ICACC membership by Indigenous Community members. Councillors from City of Greater Dandenong and City of Casey agreed to take this proposal to their respective organisations for consideration.

In November 2019 this issue of a sitting fee was considered by the Access and Equity Advisory Committee. Upon presentation of the minutes of this meeting to Council on 20 January 2020 Councillors requested a report on the proposal. A subsequent consideration at the 10 March CIS was made and the matter is now presented for council consideration.

2. Background

ICACC was established in 1997 with eight (8) participating Councils: City of Kingston; Bass Coast Shire; Mornington Peninsula Shire; Frankston City Council; City of Knox; City of Casey; City of Greater Dandenong; and Cardinia Shire Council.

Over recent years membership has halved to four (4) remaining Councils: City of Kingston; Mornington Peninsula Shire; City of Casey; and City of Greater Dandenong.

Councillor discussions within ICACC meetings in 2019 focussed on the decline in membership, as well as the low attendance of Indigenous Community members from each Council area. *(Each council may have one (1) Indigenous Community representative attend meetings as per the ICACC Terms of Reference).*

A proposal of paying of sitting fee to Indigenous Community members who attend ICACC meetings was considered by Council to reverse the low attendance. Representative Councillors from City of Greater Dandenong) and City of Casey agreed to request that their organisations consider paying the sitting fee.

Council's Access and Equity Advisory Committee subsequently passed the following motion on the proposed sitting fee payment:

"This Committee suggests Council provide a sitting fee for Indigenous community members to attend ICACC meetings equivalent to the sitting fee for the Kingston Ward Committees".

3. Discussion

3.1 Council Plan Alignment

Goal 3 - Our connected, inclusive, healthy and learning community
Direction 3.1 - Respond to our community's social needs

3.2 Consultation/Internal Review

3.2.1 Derrimut Weelam Gathering Place (DWGP)

Consultations by officers with the DWGP Steering Committee Chair have indicated that, in their opinion, the sitting fee may not strengthen membership nor encourage community participation of the Indigenous population on ICACC.

The Committee Chair commented that the role of ICACC is no longer seen as a priority as many local governments are moving into the Reconciliation process to build respectful relationships between Aboriginal and Torres Strait Islander people and other Australians.

The role of ICACC is being replaced by Council Reconciliation Committees and it will be their role to make a significant contribution to closing the gaps in employment and health from a local government prospective. *(Kingston will consider the establishment of such a Committee as part of its forthcoming Reconciliation Action Plan)*

The DWGP Chair suggested that the reason why it has been difficult to have Indigenous Community members attend ICACC meetings could be found in the fact that these meetings are scheduled during business hours, without consideration for community members' work commitments and wider community responsibilities.

3.2.2 Benchmarking across other Councils

Officers contacted Social Development, Community Engagement and Community Services teams at the following eight (8) Councils, enquiring if they paid sitting fees for Community Members to attend external Committees that council participates in.

City of Stonnington	No sitting fees	Bayside City Council	No sitting fees	City of Monash	No sitting fees
Glen Eira City Council	No Sitting Fee	Wyndham City Council	No sitting fees	Whitehorse City Council	No response
Cardinia Shire Council	No response	Frankston City Council	No Response		

3.3 **Operation and Strategic Issues**

3.3.1 In response to the proposal to pay a \$50 sitting fee for each meeting attended (\$50 x 4 = \$200 annual should members attend all four), otherwise a single fee of \$50 for each meeting.

The annual fee is reflective of those currently provided to Ward Committee members) would be offered to Indigenous Community members of ICACC who attend the four (4) meetings per year.

3.3.2 Sitting fees would be paid by the respective Council from which the Community member comes from.

3.4 **Options**

3.4.1 Option 1

Council elects to pay a sitting fee of \$50 per meeting up to \$200 annually for Indigenous Community members who attend the ICACC meetings per year, reflective of those fees currently paid to Community members attending Council's Ward Committees.

3.4.2 Option 2

Council elects not to pay a sitting fee to indigenous Community members per ICACC meeting attendance reflective of those fees currently paid to Community members attending Council's Ward Committees.

4. Conclusion

The ICACC Committee is seeking to increase Aboriginal community participation.

Access and Equity Committee support a sitting fee to Indigenous Community members who attend ICACC meetings.

Consultations with the Chair of the DWGP Steering Committee indicate an absence of support from the Indigenous Community for such fees.

Benchmarking across other metropolitan Melbourne Councils indicates that no sitting fees are paid to Community members who attend external Committees that Councils participate in.

4.1 Resource Implications

The costs associated with these fees would be managed within existing resources.

4.2 Legal / Risk Implications

This decision could create expectations among the other Council Advisory and Network Committee members who currently do not receive a sitting fee.

Author/s: Jihan Wassef, Team Leader Community Engagement
Ray Tiernan, Coordinator Community Engagement

Reviewed and Approved By: Jihan Wassef, Team Leader Community Engagement
Jane Grace, Manager Libraries & Social Development
Mauro Bolin, General Manager Community Sustainability

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 9.4

RE-NAMING - FORMER MORDIALLOC MASONIC HALL

Contact Officer: Mark Patterson, Manager Family Youth and Children's Services

Purpose of Report

The purpose of this report is to enable Council to make a decision regarding a proposed name for the former Mordialloc Masonic Hall, currently being redeveloped as a youth facility.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council endorse *Platform 81* as the name of the former Mordialloc Masonic Hall, currently being redeveloped as a youth facility.

1. Executive Summary

This report provides information to Councillors about a proposed name for the former Mordialloc Masonic Hall, currently being redeveloped as a youth facility.

Council's Youth Advisory Committees have identified and considered the merits of several potential names and developed a short-list of names included in this report.

This report identifies *Platform 81* as the preferred name for the new youth facility, as this name has the strongest reference to place, and positive associations suitable for the new youth facility.

2. Background

At its meeting of 26 August 2019, Council awarded a contract for the refurbishment of the former Mordialloc Masonic Hall as a youth facility.

Construction of the new facility is proceeding satisfactorily and is on track for completion in early July 2020.

There is a need to confirm a new name for the facility. This will enable:

- A new identity to be developed for the facility;
- Signage to be designed and installed;
- Communication of the changed location for service delivery to commence.

3. Discussion

3.1 Council Plan Alignment

Goal 3 - Our connected, inclusive, healthy and learning community
Direction 3.1 - Respond to our community's social needs

The redevelopment of the former Mordialloc Masonic Hall as a youth facility will contribute to the achievement of the Council Plan goal and direction listed above.

3.2 Consultation/Internal Review

Council's two Youth Advisory Committees have identified and considered the merits of several potential names and developed the short-list of names included in this report.

Internal consultation regarding the potential names has also been undertaken with Youth Services staff and management.

3.3 Operation and Strategic Issues

3.3.1 First Issue

Council's two Youth Advisory Committees have identified and considered the merits of several potential names, having regard to the general principles contained in the State Government's Naming Rules for Places in Victoria.

The two Committees have identified a short-list of potential names as follows:

- Platform 81;
- Eighty One;
- The Dock;
- Building 81;
- Mordialloc Hall.

This report identifies *Platform 81* as the preferred name for the new youth facility, for the following reasons:

1. This name has the strongest reference to place, in that the street number of the building is 81, and the word "platform" references the close proximity of Mordialloc Railway Station;
2. The word "platform" also implies a starting point for a journey, or an opportunity to voice one's views or initiate action; associations that have good synergies with the purpose of the new youth facility.

4. Conclusion

4.1 Environmental Implications

There are no environmental implications arising from this report.

4.2 Social Implications

The name identified by this report, *Platform 81*, will enable a new identity to be formed for the youth facility that is being created in the former Mordialloc Masonic Hall.

Importantly, the name is credible and defensible, having originated from local young people involved in Council's Youth Advisory Committees.

The proposed name strongly references the former Mordialloc Masonic Hall's place and locality and has positive associations suitable for a youth facility.

Confirmation of a new name will enable signage to be designed and installed, and communication of the changed location for service delivery to commence.

4.3 Resource Implications

There are no environmental implications arising from this report.

4.4 Legal / Risk Implications

There are no legal / risk implications arising from this report.

Author/s: Mark Patterson, Manager Family Youth and Children's Services
Reviewed and Approved By: Mauro Bolin, General Manager Community Sustainability

10. City Assets and Environment Reports

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.1

MOORABBIN RESERVE PARK PLAN - OVAL FENCE

Contact Officer: Chris White, Team Leader - Public Place Projects

Purpose of Report

This report is to present the survey findings on the preferred fence type for Moorabbin Reserve, near Doonga Avenue that was undertaken following receipt of a petition to review an earlier resolution of council.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Receive the information and community feedback on the preferred fence type and location at Moorabbin Reserve;
2. Rescind the decision of 25 September 2017 for a combination of a permanent and part relocatable fence; and
3. Adopt a continuous permanent fence with regular entrances that are open for public access, except for game days.

1. Executive Summary

A fence is required around the main oval at Moorabbin Reserve for both high profile community-based games such as interleague and season launches. With the inclusion of women's matches, the number of match games will increase and therefore extend the time a fence is required around the oval leased by SKFC, including the section adjacent to Doonga Avenue, Moorabbin.

The extended football season prompted residents to submit a petition to Council to provide a permanent fence with regular openings for improved year-round access near Doonga Avenue.

To respond to the petition, council undertook broader community consultation to ensure that any changes to the fence type and park plan continued to reflect community needs.

2. Background

At the Ordinary Meeting of Council on 25 September 2017 Council endorsed the following in relation to Moorabbin Reserve:

That Council:

1. *Receive the information and community feedback;*
2. *Adopt a combination of permanent and part relocatable fence to locations shown in attachment 1:*
3. *Ensure tree planting to perimeter of fence to soften the visual impact; and*
4. *Ensure 'mini plaza' entrances with six metre gates for public access to the oval, that are open at all times, except for match games.*

Council received a community petition dated 30 September 2019 (refer to attachment 1), requesting review of the 25 September 2017 Council resolution to install a combination of permanent and part relocatable fence at Moorabbin Reserve to improve public access to the oval on non-match game days. Council responded to this petition (attachment 2) stating that broader consultation would be undertaken and presented back to Council for review and consideration.

The fence around the main oval is required for up to 8-9 months per year with the inclusion of women's matches.

The broader community consultation undertaken in early 2020 has shown that a permanent fence with regular wide openings is the preferred option. (Refer to attachment 3 for survey results).

A plan of the proposed fence location and fence styles was provided to the community during the survey period (refer to attachment 4) that reflected the need for the SKFC to utilise their full lease area for match games to cater for large community attendance and associated facilities.

3. Discussion

3.1 Council Plan Alignment

Goal 2 - Our sustainable green environment with accessible open spaces
Outcome 2.4 - Review and implement the open space strategy to ensure high quality and increased capacity of the open space network

3.2 Consultation/Internal Review

Community consultation on the draft Park Plan was undertaken from 01 January to 18 February 2020 via 'Your Kingston Your Say'. During this time, 62 people participated in the survey, with an additional 2 responses received after the survey was closed.

The late responses included one request for a permanent fence with steel posts and the second late response requested the 'other' option, being a relocatable fence with gates.

Key findings of the survey relating to the oval fence included:

- 74.2% of people preferred a permanent fence with wide openings,
- 16.1% preferred a relocatable fence and
- 9.7% preferred other (consisting of no fence or a relocatable fence with openings)

- Of those that preferred a permanent fence, 71.1% preferred a black mesh with timber posts and 28.9% steel posts and black mesh

Several comments under 'other' (approximately 10% of the survey) requested a relocatable fence with gates. This option was explored by council officers prior to the survey, but deemed unviable, as a relocatable fence needs to be light weight enough for frequent relocation, but gates require structural footings capable of holding the weight of a sliding gate. (Needed due to the mound preventing swing gates).

In addition, the community survey shows a strong preference for a permanent fence with regular wide openings.

3.3 Operation and Strategic Issues

3.3. Oval Fencing

As part of the Moorabbin Reserve Redevelopment project, the football stakeholders have identified the requirement for a fence to secure the venue and oval on game days, which was originally estimated would run for up to 6 months per year. However, the addition of women's football will extend the season, increasing the need for a fence for up to 8-9 months per year.

The community survey shows that with the extended football season, that a majority of residents are wanting regular wide openings within a permanent fence.

A permanent fence has the added benefit of reduced fence maintenance (as a relocatable fence is more likely to sustain damage through regular relocation and handling.)

The lease area by SKFC extends to the park boundary to the south and south west sections of the reserve. With recent match game crowds, the club requires use of the full extent of their lease area. As such, the fence is recommended to be located adjacent to the existing footpath, with a small splay at the south west corner to 'open up' the walk-way that is in this section of the reserve and prevent the feeling of being hemmed in by fences either side. (Refer to attachment 4 for fence location).

With the match games utilising the full extent of grounds, it is recommended that planting of trees be removed from scope of works, as they would be located within the club's lease area that is currently being used for support facilities on match games. This can be reviewed with the SKFC at the end of the season to explore spatial use of their lease area and capacity for any plantings within this zone. A tree or two can be planted where the fence is splayed at the boundary of Doonga Ave and Linton Street.

With the location of the fence adjacent to the footpath, the 'mini' plaza is also not practicable due to inadequate space. (i.e. Fence located hard up against the existing footpath).

4. Conclusion

Fencing is required to make the oval fit for use by community sporting groups. Council received a petition from residents requesting the proposed section of relocatable fence be replaced with permanent fence, to provide improved access. The broader community survey supports the petition request.

4.1 Environmental Implications

There are no environmental issues associated with the oval fencing. Limited planting opportunities exist with SKFC fully utilising lease area on match game days.

4.2 Social Implications

Moorabbin Reserve is identified as the most significant open space available for Social Family Recreation in Planning Area 1A. The community feedback to date is that Moorabbin Reserve is a meeting place for community and that there needs to be a balance between sporting and passive recreation needs.

The community survey shows strong support for a permanent fence.


4.3 Resource Implications


The capital works budget for Moorabbin Reserve Masterplan Implementation has sufficient funds to implement a permanent fence.


4.4 Legal/Risk Implications


There are no known legal risks associated with a permanent fence.

Appendices

Appendix 1 - Petition (Ref 20/39770)  [↓](#)

Appendix 2 - Response to petition (Ref 20/39768)  [↓](#)

Appendix 3 - Survey Results - oval fence (Ref 20/39766)  [↓](#)

Appendix 4 - Moorabbin Reserve SKFC lease area fence styles and location (Ref 20/50386)  [↓](#)

Author/s: Chris White, Team Leader - Public Place Projects
Reviewed and Approved By: David Shepard, Manager Parks and Open Space
Bridget Draper, General Manager City Assets and Environment

10.1

MOORABBIN RESERVE PARK PLAN - OVAL FENCE

1	Petition	335
2	Response to petition	341
3	Survey Results - oval fence	343
4	Moorabbin Reserve SKFC lease area fence styles and location.....	347

East Caulfield Reserve – example of aesthetically pleasing fence – corner Dandenong Road and Sir John Monash Drive, East Malvern





31 December 2019

Ms Lyn Journeaux
[REDACTED]

Dear Ms Journeaux

Re: Proposed Fence Around Moorabbin Oval

I am writing in response to your petition sent to Kingston City Council requesting a permanent fence next to Doonga Avenue adjacent to the Moorabbin oval.

With the inclusion of women's football to be held at Moorabbin Reserve, the number of match games will increase and therefore extend the time a fence is required along Doonga Avenue.

As a permanent fence can accommodate regular large openings, we can see the appeal of this option to increase accessibility to the park on non-match days.

As such, we are writing to inform you that Council will undertake additional community consultation regarding the permanent fence option (as requested in the petition) in late January/early February 2020 to ensure any changes to the park plan continues to reflect community needs. The data collected from the survey will be presented back to Council to make an informed decision.

I would like to thank you for taking the time to make us aware of your preferred outcome, as Kingston City Council is keen to ensure the open space remains open and accessible to all.

If you have any queries in the meantime, please contact Ms Chris White on ☎ 9581 4636

Yours sincerely

A handwritten signature in black ink, appearing to read 'Julie Reid'.

Julie Reid
CHIEF EXECUTIVE OFFICER

community inspired leadership

TRIM 19/315642

Survey Report

01 January 2020 - 18 February 2020

Fencing options at Moorabbin Reserve (RSEA Park)

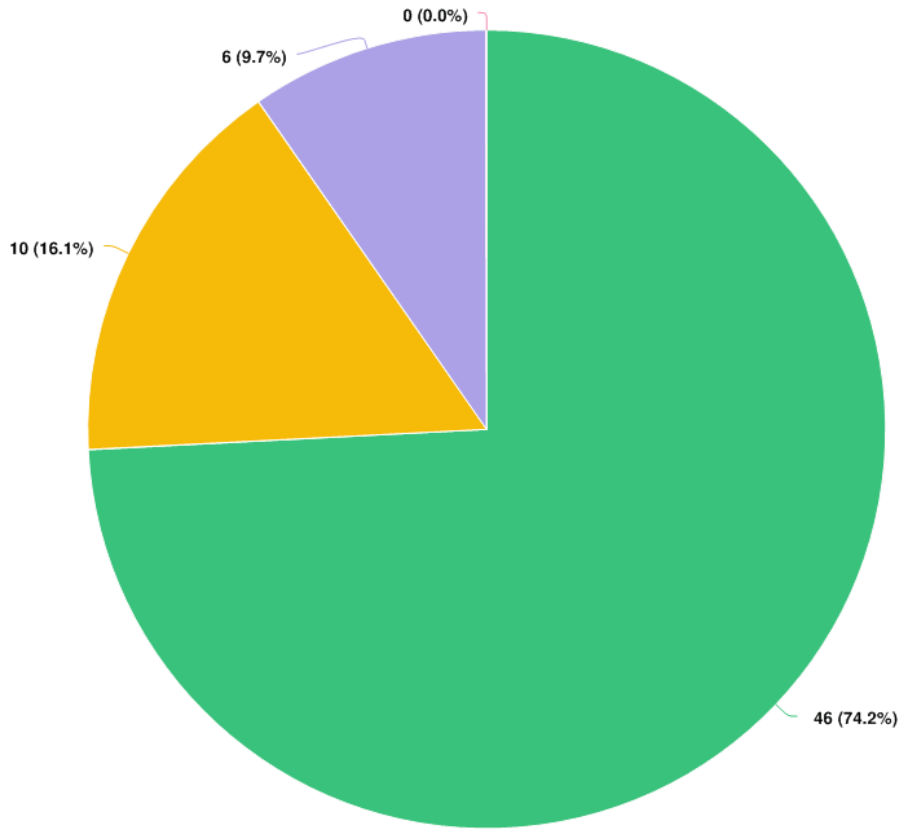
PROJECT: Fencing options at Moorabbin Reserve (RSEA
Park)

Your Kingston Your Say



Fencing options at Moorabbin Reserve (RSEA Park) : Survey Report for 01 January 2020 to 18 February 2020

Q1 Would you prefer a permanent or relocatable fence at Moorabbin Reserve?



Question options

- Permanent fence with wide openings
- Relocatable fence that will be in place throughout the football season (with no openings)
- Other
- No preference

Optional question (62 , 1)

Fencing options at Moorabbin Reserve (RSEA Park) : Survey Report for 01 January 2020 to 18 February 2020

Q2 If you selected other, please let us know why

Catherine Roach

2/02/2020 06:44 PM

Open (no fence) for as much of the year as possible - it is to encourage public access not block it off. Kids and families need access to space to play for better health outcomes. I understand events require secure fencing and some periods (weeks) require fencing to remain erect BUT there is NO acceptable reason why relocating fencing HAS to have NO OPENINGS for the season of its use. This is just an attempt to push residents into accepting permanent fencing with some gaps - but high permanent fencing still works to privatise the space for the CLUB and exclude the residents. NOT GOOD ENOUGH. Be fair - project was approved with promises of local engagement not being shut out. I welcome events and economics in the area, but expect fair treatment with regard to maximising recreational land for residents not just elite club athletes. THERE NEEDS TO BE AN ADDITIONAL OPTION OF TEMP FENCE (RELOCATABLE) WITH GAPS TO BE LEFT OPEN AS OFTEN AS POSSIBLE which means ONLY closed when the event is actually in play and ticketed crowds are attending. CLOSED FOR A DURATION OF HOURS NOT WEEKS at a time and ERECT for a season of weeks, not the full year.

Anonymous

2/05/2020 09:59 AM

I would prefer no fence. There does not seem to be a business case for this apart from access for games on game day.

Anonymous

2/06/2020 09:01 PM

strong preference for no fencing or closure, in that the grounds would cease to be a public place, there is a football ground adjacent to the reserve to which the ratepayers have already handsomely financially contributed, use it. I question how the council assumes it has been authorized to enclose public lands.

Anonymous

2/08/2020 06:48 AM

Can the relocatable fence have openings? If not possible I vote for relocatable fence. (Item 2 on the list above)

Anonymous

2/13/2020 09:12 PM

My preference is a temporary fence with openings such as what we're experiencing at the moment. An opening on Doonga Ave has worked well for us over the past couple of weeks. Going back to a permanent fence would be a big step backwards in my opinion.

Anonymous

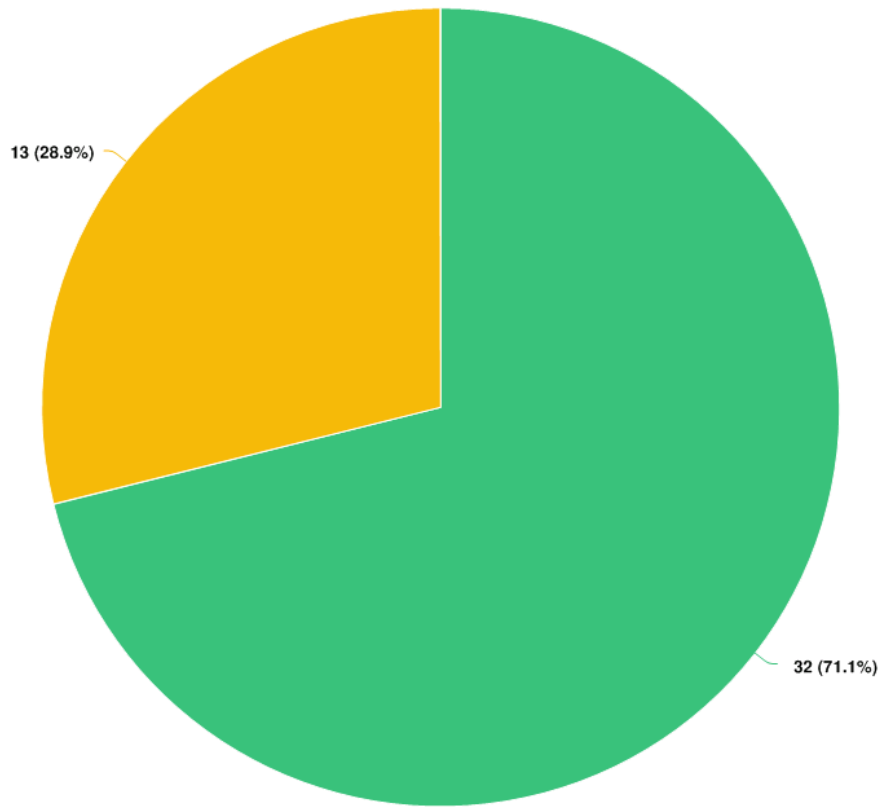
2/14/2020 09:44 AM

The St Kilda football ground does not provide enough parking to run the events this fencing is required for, placing an unreasonable strain on surrounding residents. Send them back to seaford with their pokie machines and do the community a favour.

Optional question (6 , 57)

Fencing options at Moorabbin Reserve (RSEA Park) : Survey Report for 01 January 2020 to 18 February 2020

Q3 What is your preferred fence style?



Question options

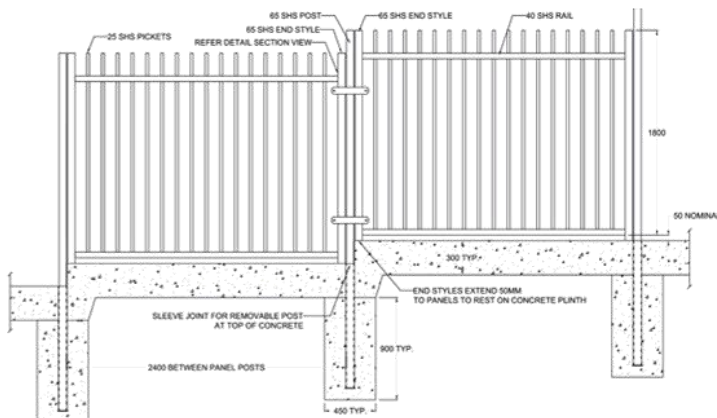
- Black chain mesh fence with timber posts (please see Document Library for image)
- Black chain mesh fence with steel posts (please see Document Library for image)

Optional question (45 , 18)

Map of fencing location



Relocatable fence *(indicative plans, fence would be custom-made with a permanent concrete base and removable fencing sitting above)*



Permanent fence *(indicative photos)*

1: Black chain mesh fence with timber posts



2: Black chain mesh fence with steel posts



Note: Both permanent fence options will have wide openings for access *(closed only on match days)*

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.2

BICENTENNIAL SKATE PARK LIGHTING

Contact Officer: David Shepard, Manager Parks and Open Space

Purpose of Report

The purpose of this report is to seek Council support for the installation of lights at the Bicentennial skate park.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Allocate \$300,000 funding from the Active Youth Spaces Strategy funding in the 2020/21 budget for the installation of lights at Bicentennial Skate Park; and
2. Design the lighting system at Bicentennial Skate Park to minimise environmental impacts and to activate when people are present after dark until 9pm each night.

1. Executive Summary

At the Ordinary Council Meeting of 22 July 2019 Council received a petition requesting the installation of lights at the Bicentennial Skate Park.

Community consultation received positive support for the installation of lights with 91% in support.

This action is in line with Council's Active Youth Spaces Strategy and this report recommends that funding be allocated to undertake the works in 2020/21.

2. Background

At the Ordinary Council Meeting of 22 July 2019 Council received a petition requesting the installation of lights at the Bicentennial Skate Park.

Community consultation via an online survey on the possibility of installing lights was conducted between 16 September and 25 October 2019. 222 responses were received with 91% in support.

3. Discussion

3.1 Council Plan Alignment

Goal 2 - Our sustainable green environment with accessible open spaces
Direction 2.5 - Provide for a variety of sport and recreation opportunities across Kingston through the Sport and Leisure Strategy

Council has six skate parks through the municipality which are available for public use during daylight hours. Bicentennial Skate Park is considered one of two regional standard facilities. The petition and a number of survey respondents highlighted the desire of some skaters to be able to access skating opportunities outside of daylight hours. Installation of lights at Bicentennial skate park would increase the access to a recreational opportunity in line with Council's goal to provide for a variety of recreational opportunities. Installing lighting at Bicentennial and the other regional skate park, Sir William Fry Reserve, was also a recommendation of the 2011 Active Youth Spaces Strategy.

3.2 Consultation/Internal Review

Internal consultation with a number of departments indicated that there are no after dark social issues at Bicentennial Skate Park that would require additional lighting in the park. Council's Active Youth Spaces Strategy recommends that lighting should be installed at the two regional skate parks in Kingston.

The community consultation survey received 222 responses, 91% in favour of installing lights. The majority of people supporting lights suggested that lights be turned off between 9pm and 10pm, the Active Youth Spaces Strategy recommended 9pm which is in line with most sportsground usage. There are some comments from local residents who are clearly against the project, see Appendix 1 Survey

3.3 Operation and Strategic Issues

3.3.1 Funding

There is currently no funding identified for this project in Council's forward budgets, either capital or operational. Capital works are estimated to be \$300,000 with ongoing maintenance costs of \$6,000 p.a. It is proposed to allocate the Active Youth Spaces funding for 20/21 which was nominally allocated to investigation works for improving the Sir William Fry facility. This will be delayed by allocating funding to Bicentennial Park. There may also be some grant funding available through recreational or community safety funding programs but no applications have been made as yet.

3.3.2 Community concerns

Despite there being a 91% response in favor of installing lighting there were some very strong comments against the proposal in the survey responses. It is likely these concerns regarding inappropriate behavior and noise would be strong voiced if the project were to proceed. However there is support from Chelsea Police for the project to improve surveillance of the area.

3.4 Options

3.4.1 Option 1 – Install lights at Bicentennial Skate Park - Recommended

There is strong support for the installation of lights at Bicentennial Skate Park. Council's Active Youth Spaces Strategy recommends the installation of lights. Chelsea Police support the proposal. There are concerns from some local residents about the potential for inappropriate behavior and late night noise being generated from the park.

3.4.2 Option 2 – Do not install lights at Bicentennial Skate Park – Not recommended

Not installing lights would be contrary to Council's strategic work and would be against the majority of the survey respondents. It would be no change for local residents.

4. Conclusion

4.1 Environmental Implications

Installing lights would increase energy usage. The lights could have a sensor so that they are only activated when people are present after dark and a timer so that they cannot operate after 9pm, this would minimize any potential for energy wastage. The lights selected will be as sustainable as possible with solar powered lighting to be considered.

There is some potential lights may have other environmental impacts, including impacts on insects. These impacts will be minimized through design as much as possible.

4.2 Social Implications

Installing lights would increase access to a recreational opportunity. The Bicentennial Skate Park is well utilized during the day by a variety of users and age groups. Lights would provide a safe location for people to be physically active after dark contributing the health and wellbeing of the community.

There is some concern from local residents that installing lights would lead to anti-social behavior in the park.

4.3 Resource Implications

Funding would be required for the installation of lights and their ongoing maintenance. The Active Youth Spaces funding for 20/21 was nominally allocated to investigation works for improving the Sir William Fry facility. This will be delayed by allocating funding to Bicentennial Park however given the uncertainty around the future of the space at Sir William Fry it would have been difficult to proceed with any works there.

4.4 Legal / Risk Implications

There are no known legal implications as a result of this report.

Appendices

Appendix 1 - Survey_Responses_Report_Bicentennial skate lights 2019 (Ref 20/6204)



Author/s: David Shepard, Manager Parks and Open Space
Reviewed and Approved By: Bridget Draper, General Manager City Assets and Environment

10.2

BICENTENNIAL SKATE PARK LIGHTING

- 1 Survey_Responses_Report_Bicentennial skate lights 2019 ... 355

Survey Report

01 July 2019 - 28 October 2019

Proposed lighting at Chelsea Skate Park

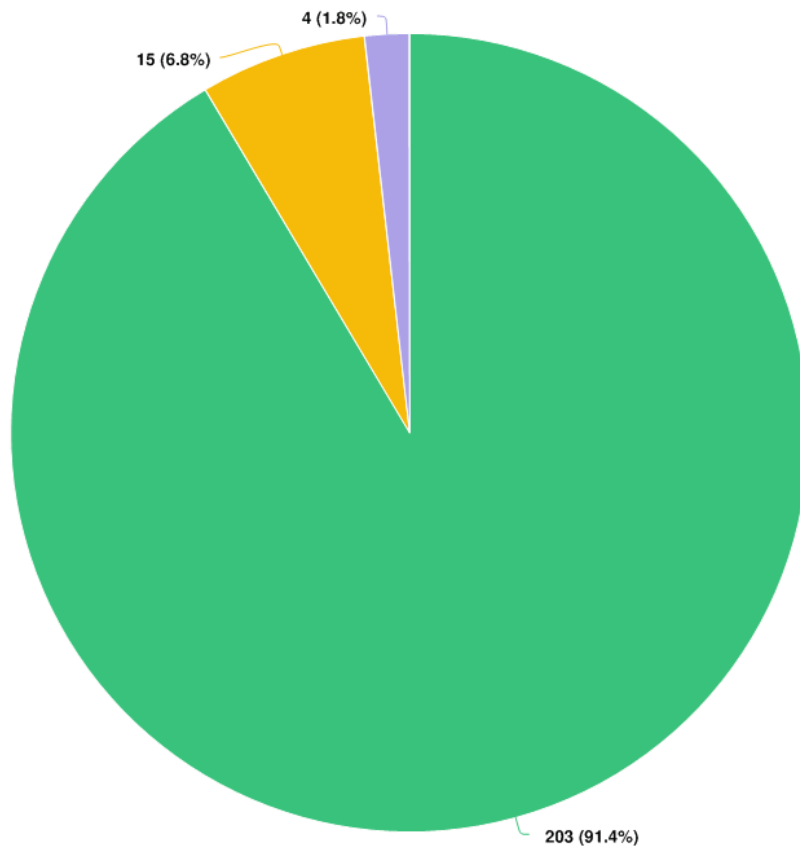
PROJECT: Proposed Lighting at Chelsea Skate Park

Your Kingston Your Say



Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

Q1 Do you support the request for lighting at Chelsea Skate Park?



Question options

- Yes
- No
- Undecided

Optional question (222 responses, 0 skipped)

Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

Q2 If you support the lights, what time do you think they should tun off?

CoreyBaker 9/18/2019 09:54 AM	9 - 10 PM
Mandy76 9/18/2019 10:02 AM	10pm
Greg Pearson 9/18/2019 10:18 AM	10pm
Elijah 9/18/2019 10:33 AM	No time, just have them on for 1 hour at a time then just turn them back on. But the last time they can be turned on is 9:30 so they are done by 10:39
Girard 9/18/2019 10:42 AM	10-11 pm
Alison Murphy 9/18/2019 10:54 AM	Possibly 10.30pm
Kiki 9/18/2019 11:32 AM	I think they should copy what most skateparks do, which is shut lights off around 10:30-11.
Charliedusting 9/18/2019 11:54 AM	11pm same as Noble Skatepark
Chelcie Keenan 9/18/2019 12:24 PM	9-10pm
Mitchell joseph 9/18/2019 12:29 PM	latest 10pm
Renaë 9/18/2019 12:42 PM	10pm
Tylah 9/18/2019 12:50 PM	Around 9-10. To allow people to skate as though they would during daylight savings anyway
Johnny 9/18/2019 01:06 PM	10pm
Tyler 9/18/2019 01:10 PM	11pm
Tegan 9/18/2019 01:12 PM	9-10pm
Jadeski 9/18/2019 01:12 PM	9pm - the same as daylight savings light hours
Shane carter	Midnight

Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

9/18/2019 01:30 PM

Mark Welton 22:00

9/18/2019 01:38 PM

Feelinwarm 10pm

9/18/2019 01:40 PM

Brayden Around 9:30 to 10pm

9/18/2019 01:43 PM

Matthew Willson 10pm

9/18/2019 01:53 PM

Joe De Francesco 9:30pm

9/18/2019 01:55 PM

Kit johnston 10:30

9/18/2019 02:42 PM

Ginny The lights should turn off at 10pm. This allows the working public to have a skate after hours during winter time and summer! I use the skatepark as a form of keeping active!

9/18/2019 02:48 PM

shannon87 9-10pm

9/18/2019 03:18 PM

Jtups I think 9 30 pm is a reasonable time. Many local tennis clubs use lights beyond this time with out complaint.

9/18/2019 03:42 PM

Ben Williamson A timer would be ideal as skaters who have a job could ya it at any time

9/18/2019 04:39 PM

JeremyP94 Anywhere from 9pm to 11:30pm, depending on time of week and year, later through weekends and winter months

9/18/2019 05:02 PM

Kurtis 10pm. Possibly later with daylight savings

9/18/2019 05:32 PM

newchelsea 11:00pm

9/18/2019 05:46 PM

Chelsea lights I have no issue with the lights remaining on until at least 10pm

9/18/2019 06:33 PM

Damian Hicks 11.00pm

9/18/2019 06:41 PM

Brayden Lalley 10.30pm

9/18/2019 06:44 PM

Leighrabl Between 9 and 10 pm

9/18/2019 07:06 PM

Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

Jack Bramich 9/18/2019 07:14 PM	The lights at the skateparks at Noble Park, Balnarring and Mt Eliza are all active until around 9:30pm - 10pm. Even up to 9pm creates adequate time for people to enjoy the skatepark, especially in winter.
Vnd774 9/18/2019 07:28 PM	10pm
Peterabl 9/18/2019 07:32 PM	9pm
Samson967 9/18/2019 07:53 PM	10pm
MartaOk 9/18/2019 07:56 PM	Same as other skateparks. 10pm or later if residents don't mind.
Jacob Rouillon 9/18/2019 07:57 PM	9:30
Cammaone 9/18/2019 07:58 PM	9-10pm
Phillip b 9/18/2019 08:16 PM	I believe they should match the other skate parks 10pm or 11pm.
Rj. 9/18/2019 08:16 PM	9 - 10 pm
Benn 9/18/2019 08:16 PM	8pm
SonyHawk 9/18/2019 08:21 PM	10 pm which is standard time for other sporting clubs fields
Nic Moore 9/18/2019 08:22 PM	Never
Louisb 9/18/2019 08:48 PM	2am
@jamesaaandrew 9/18/2019 08:49 PM	11pm as local skateboarders these days (especially the likes at Chelsea) are overall nice, pleasant people who are there to enjoy their passion. Even helping kids. Give em the damn lights
Tony Woodward 9/18/2019 09:07 PM	No earlier than 9pm, as this is what time it starts to get dark in Summer. 10pm or 11pm is ideal.
Essess 9/18/2019 09:42 PM	11pm
Jordan 9/18/2019 09:48 PM	10
Mprezn	Probably turn off around midnight. Skateparks can get pretty busy and I'd

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9/18/2019 09:52 PM	prefer to get there later when it's more quiet.
Tyron	10:30
9/18/2019 09:56 PM	
JesseFish	9:30 - 11
9/18/2019 09:58 PM	
CammyL	11pm
9/18/2019 10:12 PM	
Maddie Lewin	11pm
9/18/2019 10:15 PM	
jelly	I thibk they should be turned off maybe 12am
9/18/2019 10:29 PM	
Rem	Tun off? Turn*. They should be turned off at 10:00pm as this gives workers time to get there and have plenty of time for a ride.
9/18/2019 11:07 PM	
Dylan	10
9/19/2019 06:03 AM	
Shannon B	10:30
9/19/2019 07:41 AM	
Andrew b	10 pm
9/19/2019 10:03 AM	
Taylor	9 or 10pm at the latest
9/19/2019 10:39 AM	
Harley. P	10.30pm
9/19/2019 12:12 PM	
Chris O Shea	10pm winter. 11pm summer
9/19/2019 12:59 PM	
Joelo	I believe that the lights should be shut off at around 10:30 -11:00pm. I believe this is a good time for skaters and other riders to get their fair share of night riding.
9/19/2019 02:39 PM	
Shmizza	5 30 in winter, then adjusted to work in tandem with the days gets longer and again as the days gets shorter
9/19/2019 02:54 PM	
Duane	10:00 or 11:00 daylight savings
9/19/2019 03:01 PM	
CBathy89	10pm
9/19/2019 03:10 PM	
Lights please	9:30
9/19/2019 03:16 PM	

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Jack Gandy 9/19/2019 03:42 PM	Between 10pm and 11pm
marc123 9/19/2019 03:43 PM	9-9.30 pm in winter. 10-10.30 in summer.
Jed 9/19/2019 03:50 PM	Around 10:00
Alisha 9/19/2019 03:52 PM	9-10pm
Monte 9/19/2019 04:05 PM	11pm
izaak ashley 9/19/2019 04:09 PM	i think they should turn off at midnight
Adelaide n 9/19/2019 05:26 PM	Turn off at 9pm
Elliot 9/19/2019 05:28 PM	11pm
Waanunga 9/19/2019 06:08 PM	9-10
Ashton 9/19/2019 06:36 PM	10pm
Justin.O 9/19/2019 06:39 PM	10:00pm
Billy Morrissey 9/19/2019 06:51 PM	I support the lights and believe that anywhere from 10-10:30 pm is a reasonable time for them to turn off.
Fresk 9/19/2019 07:32 PM	I think the skatepark is secluded enough to have them stay on all night, it will reduce graffit and antisocial behaviour and make the area surrounding the skate park safer
Amy2828 9/19/2019 07:35 PM	10pm
Jamesbunnell 9/19/2019 07:52 PM	11:00
Benny 9/19/2019 08:13 PM	I think the lights should get turned off anytime between 9pm and 10pm
Mlricho 9/19/2019 08:14 PM	9pm
reilly gaynor 9/19/2019 09:48 PM	9:30-10pm

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Sarah w 9/20/2019 12:13 AM	10pm
Nikkit 9/20/2019 01:41 AM	12am
Hudson 9/20/2019 05:59 AM	10:00pm
Nathan Pearse 9/20/2019 07:34 AM	10.00pm
Sean Fenning 9/20/2019 08:03 AM	9:30pm
Farley 9/20/2019 08:46 AM	Midnight
Oiwassup 9/20/2019 08:52 AM	11:00pm
MVolarich 9/20/2019 09:24 AM	10:30-11:00 is a reasonable time as it allows older kids an adults too use the skatepark once the younger kids have gone home
Prepare 9/20/2019 09:28 AM	6-10pm
Liam Howard 9/20/2019 11:11 AM	10.00pm
Taylor Hayes 9/20/2019 11:25 AM	9:30pm-10pm
Joeritch 9/20/2019 12:09 PM	10pm
Dion J 9/20/2019 12:09 PM	11pm
Kyledrury 9/20/2019 12:12 PM	9:30pm or 10:00pm
Nick 9/20/2019 12:54 PM	11pm
Patricia Bainbridge 9/20/2019 01:43 PM	No later than 10pm
Che Giblin 9/20/2019 02:14 PM	Around 10pm would be reasonable, inline with other skate parks
Geoff monk	The lights should turn off 9:30pm - 10pm

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9/20/2019 03:16 PM

Brooke23 11pm

9/20/2019 03:40 PM

Tyler McBurnie 12:00am

9/20/2019 04:26 PM

Ricky 9.30pm

9/20/2019 07:08 PM

Jack Ryan

9/20/2019 07:53 PM

I think 8:30-9:00 is a reasonable time. That gives riders enough time to have some fun after work/study. And doesn't interrupt the sleep etc of local residences

Emily M

9/20/2019 07:55 PM

8pm

Sezzie1

9/21/2019 07:25 AM

9pm

remi

9/21/2019 07:44 AM

around 10

Emy

9/21/2019 07:58 AM

10pm

Tommy Breaks

9/21/2019 08:15 AM

9pm-10pm

RyanJ

9/21/2019 10:34 AM

10:00pm

N Hampson

9/21/2019 10:45 AM

10pm

beebee

9/21/2019 11:26 AM

They should have a timer that turns off after say every 45min-1hr but can be manually turned on again. If not, then 11pm

Lance Pattison

9/21/2019 11:31 AM

10:30pm

GeorgieB

9/21/2019 05:00 PM

10pm

Povie

9/22/2019 02:23 PM

Remote lights should be installed and turned on with a communal button. Timers can be installed in lights are not being used. Ie Croydon skate park.

CMlocal

9/22/2019 10:11 PM

9pm

Jazmin

9/23/2019 10:21 AM

12am

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Jacob 9/23/2019 10:47 AM	I fully support the lights being on till at least 11pm at the skate park. I work big hours and quite often finish after dark. Ibwould love to go skating when I finish. The skate park is my gym and relaxation time.
TW 9/23/2019 02:46 PM	10pm daily
Twiszt 9/23/2019 08:47 PM	11pm
DR 9/25/2019 03:16 PM	11pm
marklar 9/25/2019 03:39 PM	9pm
AlanahP 9/25/2019 03:47 PM	I think 10pm is a reasonable time, especially in the warmer months
Jmangless 9/25/2019 04:27 PM	11.30pm
Dale 9/25/2019 04:34 PM	Check your spelling. 10pm would be sufficient.
J Snod 9/25/2019 04:35 PM	10:00pm
Jsmcp 9/25/2019 04:37 PM	10pm
F & K Hirst 9/25/2019 04:44 PM	10pm is a reasonable time. Most families would still have members awake at this time.
Steph13 9/25/2019 05:48 PM	Midnight
Anne McCarthy 9/25/2019 06:22 PM	I think 10:00 is late enough.
Alice 9/25/2019 06:23 PM	10pm
Bec P 9/25/2019 10:24 PM	10pm in spring/summer, 8pm winter
StevenT 9/25/2019 10:30 PM	10 pm
Veronika 9/25/2019 11:51 PM	11pm
Jacinta 9/26/2019 12:12 AM	Midnight

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Glen 9/26/2019 07:24 AM	10pm sounds good
Georgina Lee 9/26/2019 07:51 AM	10pm
David Lee 9/26/2019 08:01 AM	10pm would be fine. I think thats what it is at Bentleigh and Noble Park Skate parks.
Steve McCarthy 9/26/2019 08:18 AM	10 pm seems like a reasonable time for the lights to go out. IMHO later time may potentially lead to less desirable activities.
Jason67 9/26/2019 08:30 AM	10pm sounds reasonable
Chris Lipinski 9/26/2019 12:15 PM	11:00pm
MJCHAPLIN 9/26/2019 01:11 PM	10pm
Charlene 9/26/2019 01:35 PM	22.00
Barb 9/26/2019 03:52 PM	10pm
Louise H 9/26/2019 04:51 PM	9pm
Dan E 9/26/2019 08:18 PM	Maybe 10pm in summer, 9pm in winter
Chrissy Oakley 9/26/2019 10:20 PM	10pm
Leigh 9/26/2019 10:53 PM	8pm Sun to Thurs - 10pm Friday & Saturday
TheBigT 9/27/2019 06:52 PM	10.00pm
Taryn 9/27/2019 08:10 PM	10
Danipistella 9/27/2019 08:10 PM	10am
Jp1 9/27/2019 11:44 PM	10pm
Lydia	10pm

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9/29/2019 09:09 PM

TJ

I think 9pm sunday to thursday and 10pm friday to saturday

9/30/2019 01:43 PM

ShehlaKhanderia

after 10 pm (during school holidays the time could be extended)

9/30/2019 04:13 PM

John BT

9pm

10/01/2019 06:52 PM

ashleighaddams

12.30am - some people work late and gives skaters a chance if they're night owls to get a decent amount of time to skate.

10/02/2019 06:37 PM

Sal_sal_sal_sal

11:00pm

10/02/2019 08:11 PM

Duudeee

11pm

10/03/2019 05:44 PM

Kate Gleeson

10pm

10/03/2019 10:38 PM

Melinda Tobias

11pm

10/04/2019 02:17 PM

Cam

9 to 10pm

10/07/2019 06:57 PM

BMT

10pm

10/08/2019 11:58 AM

Corey38

10pm

10/08/2019 12:53 PM

mitch puntaroni

they should turn off at 10 pm. this is standard and people will respect that as its better than no access to the beautiful facility at all.

10/08/2019 12:54 PM

Jack McMahon

10:30

10/08/2019 12:54 PM

gustka

I would, after considering the location prefer to see lights left on until at least 10.00pm.

10/08/2019 01:41 PM

Leila

10pm

10/08/2019 02:01 PM

Bronte

They should turn off at 10pm

10/08/2019 03:25 PM

Roland

10.30pm

10/08/2019 05:01 PM

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Fraser 10/08/2019 06:04 PM	10 - 11 PM
ChristosKaralos 10/08/2019 06:34 PM	10:00PM
Jamessemaj 10/08/2019 06:59 PM	900
Willsouls 10/08/2019 11:57 PM	9pm, possibly later on weekends/holidays.
Shel 10/16/2019 12:03 AM	Do they need to? Can we have an option where they can be switched on when required?
Julsyde 10/17/2019 05:18 PM	10pm
Oscar36362747 10/17/2019 05:22 PM	10pm
Bronwyn 10/17/2019 05:33 PM	11pm
Caleb 10/17/2019 05:43 PM	6:30pm 7:30pm on daylight savings
Max Okulski 10/17/2019 10:02 PM	10:30pm
Michael Scanlan 10/18/2019 11:09 AM	11-12pm
Tom1819 10/18/2019 11:55 AM	11
Finn 10/18/2019 11:58 AM	10pm
Cameron Smith 10/19/2019 10:41 AM	22:30
Tee 10/21/2019 04:29 PM	11pm
Nathan Dixon 10/21/2019 09:24 PM	10pm
HayleyO 10/22/2019 09:25 PM	10:30pm
Alexander La Salle 10/24/2019 11:24 AM	Between 9 and 10 o'clock

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Lily2000 10/24/2019 11:46 AM	I believe the lights should be turned off at 9:30 pm
Nathan britter 10/24/2019 02:03 PM	9pm
Faith 10/24/2019 03:01 PM	i think they should turn on at 7:30pm and turn off at 12:30am
Bnjmngdwn 10/24/2019 10:12 PM	10pm
Tom.burn 10/25/2019 08:18 AM	I think they should turn off at around 10:30
adamrocknroll 10/25/2019 11:42 AM	10pm
Alextheskater_ 10/25/2019 01:12 PM	10pm

Optional question (200 responses, 22 skipped)

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Q3 If you have anything you would like to let us know about the proposed lighting at Chelsea Skate Park, please do so below.

CoreyBaker

9/18/2019 09:54 AM

It can have a timer

Mandy76

9/18/2019 10:02 AM

whilst the idea of lights at chelsea skate park is exciting, I'd love to see an investment into improving Dingley Skate Park not just replacement considered.

Greg Pearson

9/18/2019 10:18 AM

It would be great to see Kingston council support local skaters and the wider community by putting lights up at Chelsea skatepark

Girard

9/18/2019 10:42 AM

Please do it!!

Alison Murphy

9/18/2019 10:54 AM

My boys are very active kids who love to skate. Most nights after school they go to the skatepark and only come home because they can't see. Having lights installed would keep them active in what they love to do and not stuck inside on screens.

Kiki

9/18/2019 11:32 AM

I think it will encourage a lot of marginalised people interested in the sport (i.e. beginners and women), to have more time to dedicate to skateboarding throughout the day. As the lights will alleviate mass amount of people skating the park at once, it allows others the chance to improve and skate in down times. It's also much safer. As a woman I've been at the park late at night and felt unnerved and worried about walking back to my car by myself.

Charliedusting

9/18/2019 11:54 AM

This would benefit myself and all skateboarders/skatepark users as well the local community surrounding the Skatepark. Currently there is Noble Park, Box Hill, and Mt Eliza skateparks with lights in the S/E, having the lights installed would really fill in the missing link and would also ease congestion and overcrowding at Noble Park skatepark and increase safety for all users. I urge you to have the lights installed and not let this beautiful skatepark go to waste, during the day the park itself is well over crowded with young children and adults users all trying to use the park at once, having lights would give the adult users an option other than overcrowding the park during the day increasing safety for all especially for children who can fail to give way to the adult users which can lead to some nasty accidents and injuries. In my opinion it's a no brainer and should have been done when the park was originally rebuilt.

Chelcie Keenan

9/18/2019 12:24 PM

Chelsea skate park has really brought together the youth of Kingston in a very positive way. With a variety of ages the youth are able to do physical activity for longer in the winter time. Promoting healthy socialising and exercising I.

Mitchell joseph

9/18/2019 12:29 PM

Having lights at Chelsea will be very positive for everyone and the community. The skatepark will be used more and allow kids and workers to enjoy something after work/school especially during winter. It will also benefit mental and physical health and reduce bad behaviour. There is a very strong

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	skate community in Chelsea and we will all very much appreciate it. Thank you
Tylah 9/18/2019 12:50 PM	People have made complaints about the nearby houses but they are a reasonable distance that no noise would travel to them. Lit up skateparks are safer than children and young adults attempting to skate in the dark. It also gives the older skaters who work 9-5 jobs a chance to skate after work in winter.
Tyler 9/18/2019 01:10 PM	i think its a great idea, during winter i work till 5pm so its dark and i cannot skate.
Tegan 9/18/2019 01:12 PM	Chelsea isnt just locals, it's a plethora of skaters that use this place. Noble Park, Box Hill and Chelsea are three of the most well known parks in Vic and yet Chelsea is the only one without lights.
Jadeski 9/18/2019 01:12 PM	As an upcoming addition to the Olympic Games skateboarders should be entitled to the same opportunities offered to other athletes especially regarding the football culture which is celebrated and supported fully by the community. Older skatepark users should be able to use the park when it is not densely populated by young children so they are able to utilise the facilities to their full potential.
Shop 9/18/2019 01:34 PM	9-11 , perhaps a light timer that finally shuts off use at 11pm
Feelinwarm 9/18/2019 01:40 PM	Lights won't affect anyone in a negative way and we need the kids and adults alike outside, connecting with real people - so important for mental health. Too many boys/men taking their own life.
Matthew Willson 9/18/2019 01:53 PM	Put a timer on the lights
Ginny 9/18/2019 02:48 PM	As a female skater who is passionate about skating I would like the lights for mainly safety reasons. I work full time and cannot skate until 5pm. With the lights in place this would allow me to skate at night. The lights would also benefit people visiting the park during the weekend. With lights at night, there will be less adults racing past children during the day time. Instead adults can skate at night with less inexperienced skaters. The lights will level out the crowds and make it a safer environment for all. It's a no brainer. Most skate parks in Melbourne have lights.
Jtups 9/18/2019 03:42 PM	As a frequent user of the park and working full time, These lights would make use of the park much easier and enjoyable for me during the week. It also hopefully provides Skaters above the age of 16 use of the park for what it was intended for, as many children use the park as a playground and parents do not supervise there children adequately creating many safety issues for experienced skateboarders who use the park correctly. (on going issue since park opened) Being able to use the park at hours that suit me after work would be awesome!!
Ben Williamson 9/18/2019 04:39 PM	Security cameras
JeremyP94 9/18/2019 05:02 PM	A skate shack would be a great idea for supervision and care of the park, while not totally necessary it would only benefit the park and the people.

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<p>Chelsea lights 9/18/2019 06:33 PM</p>	<p>Bicentennial park is a brilliant park, catering to people of all ages. The capacity to extend the operating hours of the skate park is a potential that should be utilized.</p>
<p>Brayden Lalley 9/18/2019 06:44 PM</p>	<p>I believe lighting at the skatepark could only be beneficial for those who live in the Chelsea area</p>
<p>Leighrabl 9/18/2019 07:06 PM</p>	<p>Great idea I'm 29 and work full time, so it's very hard to use the skatepark in winter !</p>
<p>Jack Bramich 9/18/2019 07:14 PM</p>	<p>It's a great idea that will benefit the community, skateparks are no longer areas affected by disgruntled youth and trouble makers, that stereotype ended in the early 2000's. Most skateparks, especially Chelsea have a great sense of community where everyone is welcomed and look after each other. I'd much prefer my kids to be hanging out at a skatepark at night than roaming the streets aimlessly.</p>
<p>MartaOk 9/18/2019 07:56 PM</p>	<p>It would be lovely to be able to use the park after sunset. Especially during winter as I finish work after as it gets dark.</p>
<p>Jacob Rouillon 9/18/2019 07:57 PM</p>	<p>Get it done ASAP please</p>
<p>Phillip b 9/18/2019 08:16 PM</p>	<p>Would be an excellent addition to an already amazing facility and my friends and I would be able to use it as work takes my days away.</p>
<p>Rj. 9/18/2019 08:16 PM</p>	<p>I think it's a great idea and good for safety</p>
<p>Benn 9/18/2019 08:16 PM</p>	<p>Make them good lights</p>
<p>SonyHawk 9/18/2019 08:21 PM</p>	<p>If other sporting clubs can get this then we should to, noble park skatepark has light so we should have them too.</p>
<p>@jamesaaandrew 9/18/2019 08:49 PM</p>	<p>Corey Baker is a local hero and if the lights are installed for real then make him mayor or at least cut him a fat cheque</p>
<p>Tony Woodward 9/18/2019 09:07 PM</p>	<p>Just get it done. I'm sure there wouldn't be such a long consultation period for lights at a football or soccer oval. Stop pushing back and listen to skate park users.</p>
<p>Carole Leith 9/18/2019 09:42 PM</p>	<p>Lighting the area until 10 pm will attract people that will stay on later when the lights go off. This will increase the potential for people to bring alcohol, food, music and more cars into the car spaces. Increased rubbish in the area, potentially causing noise for local residents until late in the evening. This cannot be monitored by council and will become a total loss for this wonderful park with great facilities for all to use . I feel that this lighting idea needs further investigations and advice from Planning Project Professionals. Scotch parade is already a very busy Rd with traffic during the day. The speed bumps help but speed limits will need to be looked at and parking restrictions as well as it becomes very dangerous when cars are parked in the</p>

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<p>Jordan 9/18/2019 09:48 PM</p>	<p>street. This is a great space for many age groups as it is. I feel strongly against lighting the Skate Park, extending the hours of use and increasing so many Hazards.</p> <p>It's alot safer for everyone that uses the park as without lighting the park uses could seriously hurt themselves</p>
<p>JesseFish 9/18/2019 09:58 PM</p>	<p>I think it will give the skate park more use and make it a safer area to be at night</p>
<p>jelly 9/18/2019 10:29 PM</p>	<p>Corey is doing a great job!</p>
<p>Rem 9/18/2019 11:07 PM</p>	<p>Do you want Australia to win gold for skateboarding at the Olympics? Having lights means more time practicing and more practicing means perfecting and that's what we need to win gold.</p>
<p>Nathalie 9/19/2019 05:55 AM</p>	<p>I am very concerned that the proposed lighting will attract unwanted bad behaviour after hours, especially for residents who live in close proximity of the park. It worries me that you will attract certain unwanted crowds to this area - I don't understand the need for such a late time frame for this particular venue.</p>
<p>Dylan 9/19/2019 06:03 AM</p>	<p>Box hill and noble park skateparks both have lights and this creates an amazing after hours environment for youth and young adults, and families alike. It would benefit all users and I'm really hoping the proposed lighting is accepted.</p>
<p>Heather Marv 9/19/2019 09:37 AM</p>	<p>I think that 10 pm is way too late particularly re noise factor to neighbors, people who have children who need to go to school next day for instance. To neighbors they can hear the noise metal wise from the skate park. I know because I am a neighbour. Also cars coming and going and the youth, children who would use it late at night. I am not convinced that it wouldn't attract some unwanted attention from some at night time either. Personally I think 7pm cut off time makes more sense or 8pm at latest with regards to the neighbours. Also some elderly do go to bed early. 10 pm is way too late re neighbours and noise.</p>
<p>Taylor 9/19/2019 10:39 AM</p>	<p>Lighting could have 30 min timer for automated shut off</p>
<p>Chris O Shea 9/19/2019 12:59 PM</p>	<p>This skate park is hard for true skaters to skate in the day because it's mobbed with little scooter kids. Light would open it up to skaters while little kids are safe in bed.</p>
<p>Joelo 9/19/2019 02:39 PM</p>	<p>It would be an amazing thing for the community and any skaters that want to travel to Chelsea to use the skatepark. It would be a reason for people to travel far and have a decent amount of time to skate at the park. Travelling skaters would also spend money at the surrounding shops, benefiting the community greatly!</p>
<p>Jed 9/19/2019 03:50 PM</p>	<p>Make sure they don't miss areas of the park</p>
<p>izaak ashley 9/19/2019 04:09 PM</p>	<p>it will be great</p>

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<p>Adelaide n 9/19/2019 05:26 PM</p>	<p>It helps so much with peoples progression when there is an extra hour or so of light!</p>
<p>Elliot 9/19/2019 05:28 PM</p>	<p>Having lights at chelsea park is a great proposal. I am a youth worker and have worked a lot in the NT. The skateparks in Alice Springs for example has lights. The local council has shown positive outcomes as a result such as less activity after the lights out and lower crime rate.</p>
<p>Ashton 9/19/2019 06:36 PM</p>	<p>Would love to have lights at chelsea skatepark a lot more people will be able to urs the park due to work hours and i think everybody else would love the lights there to also to have a longer skate which would be amazing please put lights at chelsea would be much appreciated</p>
<p>Justin.O 9/19/2019 06:39 PM</p>	<p>Its a good skatepark and alot of skaters that work all day like myself don't get the chance to skate there after work. But having light makes it possible for us all to skate and have fun after work.</p>
<p>Billy Morrissey 9/19/2019 06:51 PM</p>	<p>I really hope that we can come to an agreement on the lights. It would mean so much for me, my friends and the rest of the skating community as well as creating a safer environment in bicentennial park at night.</p>
<p>Jamesbunnell 9/19/2019 07:52 PM</p>	<p>It would be great to be able to use the facilities for longer</p>
<p>reilly gaynor 9/19/2019 09:48 PM</p>	<p>great idea keeps kids safer at night helps girl skaters feel more comfortable</p>
<p>Sarah w 9/20/2019 12:13 AM</p>	<p>Please put lights up! It would benefit many people who enjoy skateboarding at night, who don't get to enjoy it during the day.</p>
<p>Nikkit 9/20/2019 01:41 AM</p>	<p>Safety first</p>
<p>Nathan Pearse 9/20/2019 07:34 AM</p>	<p>This would help people like me who have a full time job and kids. The times I can skate are very limited so having lights would be a great asset to the park.</p>
<p>Sean Fenning 9/20/2019 08:03 AM</p>	<p>Lighting at the park would be greatly appreciated! In winter it's impossible to achieve any form of activity at the park after work. I can guarantee a great positive outcome for the youth and family's of Chelsea when lights are installed. Let's make Chelsea a proper destination for every user. Thanks for the support and looking forward to awesome winter sessions there</p>
<p>Oiwassup 9/20/2019 08:52 AM</p>	<p>Lights at the park til a later hour at night will keep youth engaged in positive activities in full visibility and out of trouble</p>
<p>MVolarich 9/20/2019 09:24 AM</p>	<p>I believe it will be a great asset too the facility as it stands an believe it will be treated with respect by many users in the future</p>
<p>Liam Howard 9/20/2019 11:11 AM</p>	<p>So many of us work all hours of the day and have little to no time to skate during the week, I would love more than anything to see lights at chelsea skate park as it's my favourite park.. thank you.</p>
<p>Taylor Hayes 9/20/2019 11:25 AM</p>	<p>It would be great to have lights here as must of us can't get to the skatepark till after work which is when it starts getting dark.</p>
<p>Joeritch</p>	<p>It's a great facility that should be able to be used after light hours. It will keep</p>

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9/20/2019 12:09 PM

the young ones occupied and out of trouble with something they love doing.

Kyledrury

9/20/2019 12:12 PM

I think the lighting at Chelsea skatepark is a great idea as other skateparks have lighting which remains on until 10 pm and it means the facilities are used a lot more and can be enjoyed for a longer period of time. This would also mean people who want to use the facilities but work late hours would still be able to get a chance to get down to Chelsea skatepark even whilst it is dark. And for the issue of the facilities being misused at night, cameras can easily be installed to protect the facilities from vandalism or other misuses.

Geoff monk

9/20/2019 03:16 PM

I think it's a great idea

Brooke23

9/20/2019 03:40 PM

As a youth worker I see a lot of young people turn to crime due to lack of activities after dark, providing lights at Chelsea Skate Park will allow young people to participate in activities they love after dark in a safe environment without breaking to law.

Emily M

9/20/2019 07:55 PM

Great idea

Emy

9/21/2019 07:58 AM

This would bring people from near and far to the local area - take myself for example ; i come to Chelsea every week or so FROM hawthorn east. I would stay for longer *thus spending more time and money in the area* if i could. Without lights i cannot stay. as a female skater this is so important for each and generation for all females to feel safe and at ease at skateparks at night time we cant do this without lights. Instead i find myself going to box hill skatepark lights on until lights on until 9pm and noble park lights on until 11.30pm, which is always busy and filled with all ages from 10 - 55 skating around. Skateboarding has no age limit so please Hear us all out when we say; Chelsea skatepark NEEDS lights. Thank you for your time.

Tommy Breaks

9/21/2019 08:15 AM

when you have the installed the lights, please ensure that when the lights are actually going to turn off that they turn off half of the park first then a 5min delay to the remaining light. just so people are aware that the lights are going to turn off soon and we can stop skating and grab our belongings

RyanJ

9/21/2019 10:34 AM

Use good quality LED lighting

N Hampson

9/21/2019 10:45 AM

The lighting would mean the park would be safer for all to use and be in the vicinity of for longer during the day. Hopefully it would also stop antisocial behaviour during the hours where families, walkers, etc may still be around.

beebee

9/21/2019 11:26 AM

I used to skate here when i was younger, id love my son to continue skating here too rather than playing fortnite all night.

AstridC

9/22/2019 09:19 PM

There are already incidents happening in the park at night, people drinking at night, hoons in the carpark, littering etc. I don't want that behaviour to be encouraged!

CMlocal

9/22/2019 10:11 PM

Not sure if this is a valid concer but concerned that skaters may be noisy afterwards or leave rubbish or graffiti afterwards?? But think having lighting make the skate park more accessible & user friendly for youth which is a positive. To keep them active & building a stronger community. :)

Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

<p>Jacob 9/23/2019 10:47 AM</p>	<p>Please light it up. It's great for everyone, especially younger guys that can skate late on the weekends rather than always feeling the need to drink alcohol as a social outlet.</p>
<p>Jonathan 9/23/2019 01:40 PM</p>	<p>Hi I am not sure whether the lights need to run at the skate park until 10pm which I think is fairly late. I can hear the noise from the park (which is fine) during the day and on weekends which I have no problem with but I feel that having it run so late may lead to other issues. I would be happy to support the proposal if the lights ran till 8pm or even 8.30 but I feel having the lights run to 10pm is just asking for issues. I would not want the skate park to be an issue with under age drinking and the like in its surrounds. I do not feel that this is an issue at present which is why I often take my young kids there to Bicentennial Park. It is a fantastic facility for all (young kids , families and teenagers) but I would hate it to change. My belief is yes, run automated lighting but 10 o'clock is far too late. During winter it is obviously not used as much (based on what I see and hear) and maybe having lights run till 8pm is a good thing but 10pm is far too late. Thanks for reading Jonathan Nil</p>
<p>TW 9/23/2019 02:46 PM</p>	
<p>Twiszt 9/23/2019 08:47 PM</p>	<p>Makes it safe</p>
<p>DR 9/25/2019 03:16 PM</p>	<p>It would enable residents and passers-by to clearly see into the park, particularly if some of the low branches on bushes were removed. This would help security. It would enable the park to be used for longer hours in the cooler months, and in the cooler hours of the evening mid-summer. It may help reduce graffiti by enabling more people to use the park.</p>
<p>marklar 9/25/2019 03:39 PM</p>	<p>If lighting will be allowed at the park, better lighting for access to and from should also be upgraded as well as the proposed pedestrian crossing on Thames Promenade.</p>
<p>AlanahP 9/25/2019 03:47 PM</p>	<p>I think the skate park is a fantastic asset to our local community and gives our kids a safe place to meet and have fun for the day. Making use of the park after dark would further the benefit of redeveloping the area and provide well lit entertainment for teenagers and family's.</p>
<p>IK 9/25/2019 04:01 PM</p>	<p>I don't mind the lighting but 10pm is too late. We often get people walking up our street to the park even without lighting, particularly on weekends and sometimes yelling, using foul language and on occasion causing damage to street trees and graffiti. The Netball courts have had several serious graffiti attacks and vandals throwing glass bottles. We don't need anything to attract further night time activity in this precinct unless Council also introduces surveillance measures not just at the skate park but the broader surrounds.</p>
<p>Wendy & Joe 9/25/2019 04:22 PM</p>	<p>Should not go ahead People living in houses nearby have a right to some quiet time - the park has enough hours as it is 10pm is far too late People have to go to school & work & need their rest The constant noise is unbearable</p>
<p>Jmangless 9/25/2019 04:27 PM</p>	<p>I would like not only the skate park but also the walking track around Bicentennial Park lit at night to enable people to use it in the evening after work for running/walking - particularly in winter time it's very dark there at</p>

Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

<p>Dale 9/25/2019 04:34 PM</p>	<p>night. How about adding more street lights to surrounding streets while you're on a lighting bender. Currently I cannot walk home from the train station after dark because all the surrounding streets are pitch black and unsafe.</p>
<p>J Snod 9/25/2019 04:35 PM</p>	<p>Everything is safer when lit up, especially sporting activities. People will still go and there will be more injuries without lights.</p>
<p>Anna W 9/25/2019 04:36 PM</p>	<p>Not sure why it's really needed. As a parent who visits the skatepark regularly I've witnessed a lot of negative behaviour from some teenagers (admittedly not all) including bullying, threatening to take a bike, grabbing other kids skateboards. This behaviour is curbed when adults are around but at night, without supervision, I worry that the behaviour would be unregulated. Only recently was a local teen threatened at knifepoint in the skatepark (reported to police), if this is how some users behave in broad daylight imagine what some teens would do at night. This would be very concerning for nearby households. Im also concerned about the brightness of night lights affecting local wildlife, and also neighbours. I also don't want my teenage kids hanging out in a park at night.</p>
<p>F & K Hirst 9/25/2019 04:44 PM</p>	<p>Providing a venue that promotes activity and somewhere to go for youths is a proactive move.</p>
<p>ross cadd 9/25/2019 05:34 PM</p>	<p>I think this would cause noise problems for local residents and safety concerns for traffic etc at night had a instance recently where young people stepped out from curb in front of my car I think this would be worse with lighting in the park they have all day to use the skate park another alernative would be to move to another location away from busy intersection</p>
<p>Steph13 9/25/2019 05:48 PM</p>	<p>Children are going to do this regardless of lights, so to avoid more injuries it's the right thing to do. It also makes you feel more safe. Homeless people used to live in that park and without lights it's very scary for juveniles</p>
<p>Anne McCarthy 9/25/2019 06:22 PM</p>	<p>I think evening lighting at a lot of parks especially in winter would help dog walkers. It need only be until 9:00pm.</p>
<p>Alice 9/25/2019 06:23 PM</p>	<p>Lighting to make the park safer benefits the community, not just skaters. This is a positive initiative for those of us who live nearby.</p>
<p>Pete Johns 9/25/2019 06:39 PM</p>	<p>You havent mentioned anything about costs of installation. However there is prenty of daylight hours for so few. Its only for young people, and Not for the community. Maybe a heated pool for pensioners would better serve the community, especially in Winter</p>
<p>SharMarg 9/25/2019 09:54 PM</p>	<p>I am concerned about noise from skate park and the possibility of drug dealers operating there at night.</p>
<p>Veronika 9/25/2019 11:51 PM</p>	<p>This skate park has potential to expand and become a meeting place for teenagers and young adults. I wholeheartedly support the lighting. I think skateboarding is one of the last activities kids can enjoy without parents having to pay for and drive them to. it is also a good place for young adults to meet in the evening without having to spend money.</p>
<p>cyn 9/25/2019 11:56 PM</p>	<p>I'm concerned about vandalism and drugs or alcohol being used there. And rubbish being left behind</p>

Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

<p>David Lee 9/26/2019 08:01 AM</p>	<p>As a Skater of Chelsea, I only get to skate their over daylight savings though the week. As I don't finish work until 6pm and it is dark by then during the winter months. I am then forced to travel 30 plus minutes to Noble Park, Benteleigh, Croydon or Mt Eliza where they do have lights. It gets expensive with fuel. I would love for Chelsea to have lights as I live only 5 minutes from the park.</p>
<p>Steve McCarthy 9/26/2019 08:18 AM</p>	<p>please ensure access to and from the park is well lit and clear. Please also consider a 'safe zone' with cameras and perhaps higher levels of lighting.</p>
<p>Jason67 9/26/2019 08:30 AM</p>	<p>The kids already have parties in the park</p>
<p>J123 9/26/2019 09:26 AM</p>	<p>What is "automated" lighting?</p>
<p>Barb 9/26/2019 03:52 PM</p>	<p>I have taken my grandson down to the basketball hoops and the skate park. It is a great open space and a terrific social venue. It gets the kids away from online games. We need to encourage outdoor pursuits as much as possible. Gives local kids something to do which is active and outdoorsy (ie not just at home on social media on devices). Best way to manage risk of rowdiness or inappropriate behaviour is for regular uniformed police patrols - not in an intimidatory fashion, simply your regular local copper walking his/her beat. Will attract trouble after hours, will it be supervised to avoid unwanted visitors and lights will not adequate for safety in darkness for users</p>
<p>Dan E 9/26/2019 08:18 PM</p>	<p>I'm of the opinion lights on till 10pm would attract misconduct/unsavory activity to the neighborhood. This is a "youth" park, shouldn't they be at home after sunset ?</p>
<p>Taryn 9/27/2019 08:10 PM</p>	<p>Include an extra toilet</p>
<p>Danipistella 9/27/2019 08:10 PM</p>	<p>Add a public toilet</p>
<p>Iron fist 9/27/2019 08:16 PM</p>	<p>In my experience in working with youths, I have found the most inclusive measures for providing a strong and positive social dynamic, is out of work/ school attractions. By prolonging the available exercise time of skateboarding and other related activities you increase the chance of a strong social bond. This promotes friendship and positive connections between youths and matures alike. This is why I strongly agree with the proposal to provide lighting to Chelsea skate park and hope that for community benefit it is passed. Thank you.</p>
<p>Jp1 9/27/2019 11:44 PM</p>	<p>Automatic lighting, not on all the time. The DJ equipment though should have a shut off time of around 7pm if possible so it's not running all night.</p>
<p>John BT 10/01/2019 06:52 PM</p>	<p>CCCTV Hot line for policemen to come straight away More seating for parents</p>
<p>ashleighaddams</p>	<p>I've seen the lights work at Riverside & Croydon. I think it's a good safe</p>

Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

<p>10/02/2019 06:37 PM</p> <p>Kathleen</p> <p>10/03/2019 08:51 PM</p> <p>Melinda Tobias</p> <p>10/04/2019 02:17 PM</p> <p>Cam</p> <p>10/07/2019 06:57 PM</p> <p>BMT</p> <p>10/08/2019 11:58 AM</p> <p>Corey38</p> <p>10/08/2019 12:53 PM</p> <p>mitch puntaroni</p> <p>10/08/2019 12:54 PM</p> <p>gustka</p> <p>10/08/2019 01:41 PM</p> <p>Bronte</p> <p>10/08/2019 03:25 PM</p> <p>Roland</p> <p>10/08/2019 05:01 PM</p> <p>ChristosKaralos</p> <p>10/08/2019 06:34 PM</p> <p>Jamessemaj</p> <p>10/08/2019 06:59 PM</p> <p>Willsouls</p> <p>10/08/2019 11:57 PM</p>	<p>space for kids and young adults to stay out of trouble. This could attract touring skate boarders to get the area more tourism. If a skate park is well known and people care about it, it'll stay in good condition.</p> <p>I am concerned about the impact this would have on the local wildlife. If the lights went off earlier than 10pm I would be supportive. Maybe until 8pm in winter and not at all in daylight savings.</p> <p>It would be great to take kids out in the evening to enjoy some physical activity particularly during the warmer months. We drove from Parkdale to Chelsea skatepark often because both kids absolutely love it. The more availability to use it by having lights would be fabulous, just like Basketball and netballers and footballers can play in the evenings.</p> <p>A great investment, enabling people who work 9 to 5 jobs to utilise the skate park after work that also caters to demand from youth. Chelsea Police Station support the initiative to introduce lights at Chelsea Skate Park, which fits within their focus of introducing both CCTV and increased lighting at Bicentennial Park for community safety.</p> <p>I love the park, would be awesome to use it longer.</p> <p>Lights would be great as I work late most days and don't have the time during daylight hours to have a skate. Other councils have installed lights and have reported less vandalism.</p> <p>if the park had some lights up i would feel much safer to walk around that area and im sure the people who use the park would also.</p> <p>this is an important one for me, It will show your willingness to engage with the youth, and lets face it, although long held stigmas still exist, skateparks are places of peace, and an outlet for those who would otherwise be led astray.</p> <p>There should be lights at the skatepark for safety.</p> <p>Lighting is a great addition to a skatepark, prime examples are Box hill, Croydon, east Bentleigh and noble park.</p> <p>I think it led a great opportunity for the skateboarders and BMX riders who use the skatepark in the area. This would be a fantastic opportunity for the community.</p> <p>There are about 3 footy ovals around the skate park there isn't a valid reason why one recreational sport can go into the afternoon and not another, i personally dont skate but have been down multiple times and witnessed a culture between everyone down there helping each other young and old extremely constructive for the community Also keeps people off crime and other antisocial behavior</p> <p>I personally do not use skateparks, it is not a hobby of mine. However, they're great social hubs that encourage physical activity and provide a friendly atmosphere for people to enjoy their hobby. The time of day should not prevent people from having access to such environments. If people wish to skate after sun down that should be their right to do so in a safe well lit</p>
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Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

ADS

10/11/2019 06:02 PM

environment.

As somebody who spent a lot of times hanging around skateparks in my teens, I am confident i have enough insight to make an informed judgment about the impact of lighting at the skatepark. Firstly, the strong majority of skatepark users are children and teens who have enough time to enjoy the skatepark after school even in the darkest parts of the year. They can also do this on weekends. From my experience, that majority of "older" skatepark users were not the most desirable characters . I remember very clearly that most of the older crowds drinking at the skatepark even while younger children were around. This makes the younger crowd feel uncomfortable and even threatened sometimes. The older crowd know that the youngsters won't stand up to them. Even if the older crowd do not have enough time after work on weekdays, they will still be able to use the skatepark on weekends. My other concern is that the lighting will turn the skatepark into a place for gathering for teenager to drink and cause mayhem after hours. Like with most generations, there will always be an amount of teenagers that drink, use drugs and loiter in public places, seeing as they can't legally drink in bars, hotels etc. The lighting would make this a perfect place for this type of activity - with no supervision around. Even if police show up they can just run off into the darkness surrounding the park. Neighbours and local residents do not deserve to be subjected to this type of behaviour and the problems that come with it. For the most part, the lighting idea was proposed and backed by the very small portion of older skateboarders. Is it really worth all the consequences and dramas that come with pleasing a small group of users? In defence of the skatepark's neighbours, I definitely think not.

Loopylou

10/15/2019 04:41 PM

During the daytime I have witnessed lots of extremely poor behavior. My young kids have been threatened and intimidated, as have I. I have other parent friends all in the same situation, most don't want to go there with the kids anymore. If this is the behaviour in the daytime i dread to think what it will be like late at night. I worry young teens will hang around drinking alcohol and smoking. I think with daylight savings they get enough hours of daylight to enjoy it surely.

Julsyde

10/17/2019 05:18 PM

More lighting is more safe

Oscar36362747

10/17/2019 05:22 PM

Not a lot of skateparks have lights and in the area not many have lights this would be great if you could install them.

Caleb

10/17/2019 05:43 PM

All skate parks should have lights it's a matter of public safety, your going to have people invested in it down there at late hours and not only is it dangerous to not be able to see, it's dangerous to be at a park in the dark, late at night.

Max Okulski

10/17/2019 10:02 PM

It would be a great feature to the park and allow riding after nightfall

Michael Scanlan

10/18/2019 11:09 AM

it would be epic

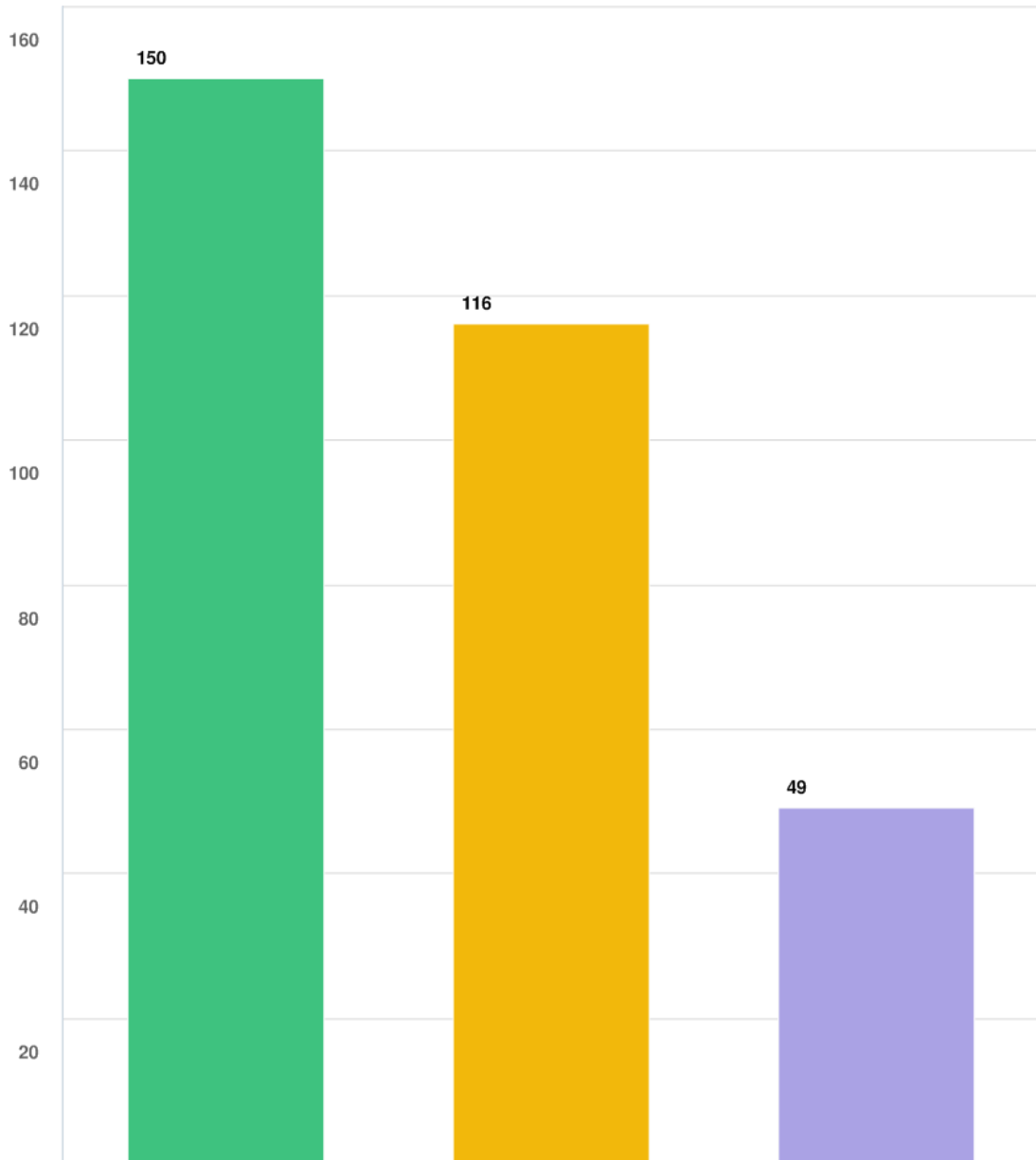
Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

Tom1819 10/18/2019 11:55 AM	housing is far enough away to not be disturbed by the late night skaters and the parks lights.
Finn 10/18/2019 11:58 AM	The lights would allow users to use it after dark, this would help keep people who wish to deface the park away. Similar to what has happened at Mt. Eliza skatepark, where there has been a great success with the lights.
Nathan Dixon 10/21/2019 09:24 PM	My partner and I are music teachers, often we will work up until 9pm. We have began skating at Chelsea because people have been super helpful teaching us the basics and the community is super welcoming. With Daylight savings we are able to have a small amount of time before the sun goes down but it's not quite enough to make great progress and practice. Thank you, Nathan.
Alexander La Salle 10/24/2019 11:24 AM	It's a great idea. Support your local skateparks
Nathan britter 10/24/2019 02:03 PM	They are needed for the new park as I work full time and never get a chance to get down there before it's dark. Weekends aren't good either because the park is surrounded with kids. And is unsafe to skateboard around them.
Faith 10/24/2019 03:01 PM	I love skating late at night because not many people are there, so if I stuff up I won't get embarrassed
Tom.burn 10/25/2019 08:18 AM	I think it would allow more people to stay longer who are committed to improving their skills when it is less crowded
adamrocknroll 10/25/2019 11:42 AM	i'd use the park & ramp a lot more if it was lit at night, i work until 7pm & dont get the chance to use it during the week currently
Alextheskater_ 10/25/2019 01:12 PM	Allow for more safe use for longer at the skatepark

Optional question (136 responses, 86 skipped)

Proposed lighting at Chelsea Skate Park : Survey Report for 01 July 2019 to 28 October 2019

Q4 My interest with Chelsea Skate Park is: (you may select more than one)



Question options

- Skate park user
- Local resident
- I'm just interested

Optional question (222 responses, 0 skipped)

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.3

2019/20 CAPITAL FORECAST REPORT

Contact Officer: Brian McNamara, Senior Asset Management Analyst

Purpose of Report

The purpose of this report is to acknowledge forecast expenditure adjustments to the 2019/20 Capital Program to End June 2020. This includes adjustments to incomes, carry over and bring forward. Where adjustments in this report affect 2020/21 capital allocations the changes will be reflected in the advertised capital budget for 2020/21.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Council note the report and endorse the forecast capital position to 30 June 2020 of \$80,934,549; and
2. Council refer to the appendices for individual project forecasting.

Executive Summary

The net outcome of this capital forecast is a reduction of \$7,740,286 from \$88,674,835 to \$80,934,549. The reduction includes \$633,242 of rate budget savings across the program and net increase of \$379,479 grant and reserve adjustments within 2019/20. Other reductions also known as Carry Over reflect changes in project scheduling that require approved allocations to be made available to continue delivery of a project in 2020/21.

Some of the larger Carry Overs include:

- \$1.4M - Mentone Precinct Open Space – Contribution to LXR rail deck
- \$1.6M - Foreshore Trail Phase 3 – Tendering March
- \$1.1M - Aspendale Life Saving Club – Objections to planning permit delay final design
- \$0.73M - Parkdale Yacht Club Carpark – Rescheduled to after completion of building works
- \$0.67M - 1230 Nepean Ground Floor Renovation – Rescheduled to 2021

Some of the larger Bring Forwards supporting advanced delivery of projects include:

- \$1.1M – Kerr Crescent Sports Field – Increases estimated expenditure to \$4.59M
- \$0.78M – Jack Grut Pavilion – Completes the full \$1.35M project in 2019/20
- \$0.65M - Masonic Hall – Completes the full \$2.3M project in 2019/20

A summary of adjustments and a full listing of 2019/20 Capital Projects is appended to this report. Adjustments that transition between 2019/20 and 2020/21 through Carry Overs and Bring Forwards provide a net increase of \$7,456,023 to the draft 2020/21 Capital Program. This includes \$2,506,500 of grant incomes originally budgeted in 2019/20 now for payment in 2020/21

Background

Forecast adjustments to 2019/20 capital program were last confirmed by Council on 23 September 2019 recognising end 2018/19 financial year reconciliations and other budget adjustments. These adjustments increased the forecast value of the June adopted 2019/20 Capital Works Program from \$81,656,430 to \$88,674,835. For a detailed listing of these adjustments refer to minutes of 23 September 2019 Ordinary Council Meeting.

This capital forecast report reviews capital projects to identify carry over and bring forward adjustments along with income adjustments forecasted to the end of financial year. These adjustments as appropriate are included in the draft 2020/21 Capital Program being prepared for advertisement in April.

Discussion

The following is a summary of forecast reductions > \$500,000 included in this report.

**City of Kingston
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23 March 2020

Description	Amount	
Aspendale Life Saving Club – 2019/20 budget \$1,300,000 With over 30 objections registered against the planning permit there is likelihood of VCAT referral causing deferral of contract tender until issues have been addressed.	\$1,112,184	C'Over
Parkdale Yacht Club Carpark – 2019/20 Budget \$750,000 The carpark construction phase of this project is rescheduled to commence upon completion of the yacht club building construction. Minor costs in 2019/20 to complete design.	\$730,000	C'Over
Mentone Precinct Open Space – 2019/20 Budget \$2M The \$2M budget allocation is Council's contribution toward the promenade deck over rail. An initial payment of \$600k is expected within 2019/20, requiring the balance of \$1.4M to be available in 2020/21	\$1,400,000	C'Over
Foreshore Trail Phase 3 (Rennison to Nepean) – 2019/20 Budget \$1.6M The third and final phase of the Foreshore Trail is to be tendered in March. Works are expected to commence July 2020. Tendering was deferred to ensure any learnings from phase 2 were incorporated in the final phase.	\$1,600,000	C'Over
1230 Nepean Hwy Grd Floor Renovation – 2019/20 Budget \$750,000 With an estimated total project value of \$2.25M over three years, \$675k of the \$750k 2019/20 allocation is to be carried over to 2020/21. Design and planning continues and is to be presented to the new Council, post November elections for confirmation.	\$675,000	C'Over
Ben Kavanagh Netball Facilities - 2019/20 Budget \$750,000 Project scheduling adjusted to better align with broader Master Plan development of Ben Kavanagh which includes drainage upgrades, carpark, paths, landscaping and playground adjacent to propose netball facility. Netball to be tendered in April and completed September 2020	\$550,000	C'Over
Program Savings (Across Various Projects) Savings across various projects has been obtained through completion under budget or discontinuance. Some savings have been used to fund new initiatives and other cost variations. These are detailed in attachments. The net outcome as at February is a saving of \$633,242	\$633,242	Savings

Conclusion

The following table summarises recommended adjustments post the September 2019 Forecast Report confirmed by Council. These adjustments reflect forecasting to the End of Financial year.

	Description	\$	
	Revised Capital Program – 23 Sept 2019	\$88,674,835	
a	<u>Grant and Contribution adjustments</u> Income adjustments within 2019/20 EoFY forecast adjustment from/to 2020/21	424,345 (2,506,500)	Increase decrease
b	<u>Reserve and Trust adjustments</u> Reserves Adjustments within 2019/20 EoFY forecast adjustments from/to 2020/21	(44,866) (815,000)	decrease decrease
c	<u>Rate Allocation adjustments</u> Adjustments within 2019/20 (net saving) EoFY Forecast adjustment from/to 2020/21	(663,242) (4,135,023)	decrease decrease
d	<u>Internal Program Transfers</u> within 2019/20	\$0	

**City of Kingston
Ordinary Meeting of Council**

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23 March 2020

	Forecast Capital program - February 2020	\$80,934,549	
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The net EoFY forecast adjustment from/to 2020/21 provides a \$7,456,523 increase to the draft 2020/21 Capital Works Program. This is derived from:


- a) \$2,506,500 Grants – (\$1.7M Kerr Cres, \$300k Aspendale LSC, \$300k Ben Kavanaugh Netball, etc)
- b) \$815,000 Reserves – (\$500k Aspendale LSC, \$215k Ben Kavanaugh Netball, etc)
- c) \$4,135,023 Rate – (\$1.6M Foreshore Trail Phase 3, \$1.4M Mentone Precinct Open Space, \$730k Parkdale Yacht Club Carpark, \$675k 1230 Nepean Ground floor Refurbishment, etc)
- d) \$0 Transfers within 2019/20 have no effect on 2020/21 draft budget

The attached appendix 1 provides summary listing of forecast adjustments to the 2019/20 Capital Works Program. This includes Carry Over and Bring Forward adjustments for inclusion in the 2020/21 capital program to be advertised in April. These adjustments reflect changes to delivery scheduling, cashflow forecasting, grant incomes and incorporate previously endorsed decisions of Council.

Appendix 2 provides the complete detailed 2019/20 Capital Program, incorporating all adjustments to be endorsed as End of Financial Year forecasting.

Appendices

Appendix 1 - Capital Forecast Adjustments Summary - Feb 2020 (Ref 20/46381)  [Download](#)

Appendix 2 - Full Program List 2019-20 - Feb 2020 (Ref 20/46744)  [Download](#)

Author/s: Brian McNamara, Senior Asset Management Analyst
Reviewed and Approved By: Rachele Quattrocchi, Manager Infrastructure
Bridget Draper, General Manager City Assets and Environment

10.3

2019/20 CAPITAL FORECAST REPORT

1	Capital Forecast Adjustments Summary - Feb 2020	389
2	Full Program List 2019-20 - Feb 2020	399

Proposed 2019/20 Capital Program Forecast Adjustments – February 2020

Background

On 24 June 2019 Council adopted the 2019/20 Capital Works Program with a budget allocation of \$81,656,430

Adjustments to capital budget were confirmed by Council on 23 September 2019 recognising end 2018/19 financial year reconciliations and other budget adjustment that ensure approved projects and programs retain appropriate budget allocations for delivery where they cross over two or more financial years. These adjustments amended the value of the 2019/20 Capital Works Program to \$88,674,835.

A summary of these adjustments is provided in the following table. Further detail if required is available in the minutes of the 23 September 2019 report to Council.

Adopted 2019/20 Capital Budget	\$81,656,430	
Rate Adjustments		
Rate EoY adjustments from/to 2018/19 <i>(Includes \$1,721,857 of incomes received prior to 19/20)</i>	3,048,399	increase
Rate adjustments from/to 2020/21	516,262	increase
Reserve Adjustments		
Reserves EoY adjustments from/to 2018/19	2,624,752	increase
Grant Adjustments		
Grants EoY adjustments from/to 2018/19	783,992	increase
Grant income adjustments within 2019/20	45,000	increase
2019/20 Capital Forecast (September)	\$88,674,835	

2019/20 Capital Program Forecast – February 2020

The Capital Program is reviewed monthly by officers and executive to proactively manage the delivery risks of a large and complex program of works.

Potential variations to the 2019/20 Capital Program have been progressively reported in the Monthly Capital Program updates to Councillors. A detailed review of capital project delivery timeframes and the inclusion of directions from reports to Council contributed to the following recommended adjustments post Capital Forecast last confirmed by Council on 23 September 2019. Summary of adjustments for confirmation in this Capital Forecast are as follows:

	Description	\$	
	Revised Capital Program – 23 Sept 2019	\$88,674,835	
a	<u>Grant and Contribution adjustments</u> Income adjustments within 2019/20 EoFY forecast adjustment from/to 2020/21	423,345 (2,506,500)	Increase decrease
b	<u>Reserve and Trust adjustments</u> Reserves Adjustments within 2019/20 EoFY forecast adjustments from/to 2020/21	(44,866) (815,000)	decrease decrease
c	<u>Rate Allocation adjustments</u> Adjustments within 2019/20 (net saving) EoFY forecast adjustment from/to 2020/21	(663,242) (4,135,023)	decrease decrease
d	<u>Internal Program Transfers</u> within 2019/20	\$0	
	Forecast Capital program - February 2020	\$80,934,549	

a. Grant Income adjustments (post 23 September 2019)

The forecast budget contains adjustment to budgeted grant incomes post the 23 September 2019 revised budget.

Code	Project	2019/20 Sept Forecast	2019/20 Adjustment	2020/21 (Carry Over) Bring Fwd	2019/20 Forecast Income	Description
N0040	RD- Road Renewal - Roads Reconstruction Program	586,181	237,981		817,981	VR053- NEW VicRoads Road to Recovery program grant has been increased to \$817,981
C0443	Aspendale Life Saving Club	300,000		(300,000)	0	VR037- The budgeted first claim of \$300k of an \$2M grant is not payable until a milestone to be achieved early 2020/21 \$300k is to be carried over for claim in 2020/21
C0521	Carrum Life Saving Club Expansion	150,000		(150,000)	0	VR054- The budgeted first claim of \$150k of \$1.5M grant is not payable until a milestone to be achieved early 2020/21 \$150k is to be carried over for claim in 2020/21
C0544	Ben Kavanagh Netball Facilities	500,000		(300,000)	200,000	VR070- A first milestone of \$200k is forecast to be claimed in 2019/20 the balance of \$300k will come in 2020/21. Note there is a corresponding rate C'Over of \$250k
N1036	SRV- Moorabbin Bowls Club – New Green	56,500		(56,600)	0	VR042- Budget final claim of \$56.5k of a \$169k SRV grant, payable on completion. Project at tender
N1070	Chelsea Pony Club – Fencing Improvements	0	4,545		4,545	VR023- NEW Pony Club contribution toward \$34,545 project endorsed by Council 22 Nov 2019
C0465	Kerr Crescent Soccer Field Development	3,500,000		(1,700,000)	1,800,000	VR065- Grant income for 19/20 is to be \$1.8M with \$1.7M to be carried over to 20/21 for claim. Note a corresponding Rate budget bring forward of \$1.7M is required for works in progress.
N1021	SL- LePage Park No.2 Sports Lighting	0	169,318		181,818	VR020- NEW grant income for sports lighting installation
C0525	SRV – Le Page Park Pavilion Facility Upgrade		12,500		12,500	Admin – Final SRV Claim of \$12,500 payable
Net Income Adjustment:			424,345	(2,506,500)		
			(\$2,082,155)			Decrease

b. Reserves adjustments (post 23 September 2019) including Carry Over to 2020/21

Further to the 23 September 2019 Capital Forecast the following adjustments are identified for Reserve and Trust account allocations.

Code	Project	23 Sept Forecast	2019/20 Adjust	(Carry Over) Bring Fwd	2019/20 Forecast	Description
C0443	Aspendale Life Saving Club	500,000		(500,000)	0	<i>Foreshore Reserve</i> – VR037- Carry over full 2019/20 allocation of \$500,000 to 2020/21 to support implementation
C0463	The Corso Reserve Landscaping	100,000		(100,000)		<i>Foreshore Reserve</i> – VR003- Carry Over full 2019/20 allocation of \$100,000 to 2020/21 – Landscaping reschedule to after drainage upgrade is complete.
N0799	Foreshore Drainage Upgrade	305,680	(44,866)		260,814	<i>Foreshore Reserve</i> - VR052- Works program for 2019/20 completed, saving returned to reserve
C0385	Ben Kavanagh Reserve Master Plan	418,217		(215,000)	203,217	<i>Open Space Reserve</i> – VR049 Carry over part allocation for continuity of delivering works in progress.
Sub Total:			(44,866)	(815,000)		
Net Reserves Adjustment			(\$859,866)		Decrease	

c. Rate adjustments and Carry Over / Bring Forwards (post 23 September 2019)

Rate adjustments within the financial year are used to reassign declared savings to fund projects as directed by Council resolution and/or to offset and manage project variations within the current year budget allocation. Rate budget Carry Overs and Bring Forwards are similarly a method of managing cashflow and budgeting of projects that traverse two or more financial years. Carry overs secure funding for the delivery of Council objectives and contractual commitments that may have experienced a delay in delivery scheduling. While Bring Forwards enable the advancement of shelf ready works to optimise spending and the overall delivery of Capital programs. Importantly Carry Overs and Bring Forwards do not increase or decrease the overall value of works programs previously approved by Council.

Code	Project	24 Sept Forecast	2019/20 Adjust	(Carry Over) Bring Fwd	Other Adjust	2019/20 Forecast	Description
1 - Our well-planned, liveable city supported by infrastructure to meet future needs							
C0459	Canterbury Road, Braeside – Special Charge Scheme	675,000	(675,000)			0	<i>Program Savings VR004- \$675,000 proposed construction of bridge over Melbourne Water Culvert not required due to construction of Mordialloc Bypass Freeway</i>
C0562	Chadwick Reserve Drainage Upgrades	450,000		(400,000)		50,000	<i>Carry Over VR027- \$400,000 of drainage works associated with the Chadwick Soccer Precinct development have been rescheduled pending Cultural Heritage Management Plan permit. Ready for Tender</i>
N0942	Peace Street Drainage Upgrades	450,000		(400,000)		50,000	<i>Carry Over VR028 – \$400,000 of drainage upgrade works are reschedules pending Cultural Heritage Management Plan permit. Ready for Tender</i>
2- Our sustainable green environment with accessible open spaces							
C0518	Climate Change Strategy – Solar Initiative	200,000		432,500		632,500	<i>Bring Forward VR038 – \$432,500 to advance the solar initiative to deliver three years of program in one year. Works in Progress.</i>
C0421	Edithvale Life Saving Club	1,728,407	184,882			1,913,289	<i>Adjustment VR007, VR008, VR012, VR013, VR014 – \$184,882 various authorised transfers, contributions and corrections to fully fund project objectives. Works in Progress</i>
C0443	Aspendale Life Saving Club	1,277,184		(312,184)	(300,000) Grant (500,000) Foreshore	165,000	<i>Carry Over VR037- \$312,184 rate component of a \$1,112,184 carry over to 20/21 – Objections to planning application likely to go to VCAT</i>
C0461	Chelsea Yacht Club	390,029		(345,029)		45,000	<i>Carry Over VR036 – \$345,029 rescheduled to 20/21 due to change in scope to incorporate lift installation in design.</i>
C0519	Parkdale Yacht Club Carpark	750,000		(730,000)		20,000	<i>Carry Over VR011- \$730,000 for construction of carpark rescheduled to commence upon completion of building reconstruction.</i>

Code	Project	24 Sept Forecast	2019/20 Adjust	(Carry Over) Bring Fwd	Other Adjust	2019/20 Forecast	Description
N0020	Foreshore Infrastructure Renewals	700,000		(220,000)	(19,525) Transfer	460,475	Carry Over VR046- \$220,000 to 20/21 supporting implementation of landscaping at Mentone Foreshore Precinct
C0041	Moorabbin Reserve Master Plan Implementation	250,000		(180,000)		70,000	Carry Over VR048- \$180,000 for implementation of rain garden and landscaping pending final consultation with St Kilda FC
C0109	Shade Sails for Regional Parks	60,000		(47,490)		12,510	Carry Over VR047- \$47,490 for Shade Sail at Victory Park. Preparing for tender. Implementation early 20/21
C0548	Site Clearance/Demolition – Springs Rd, Dingley	100,000		(90,000)		10,000	Carry Over VR063- \$90,000 Building demolition and site clearance deferred until tenant has relocated.
C0391	Netball Facilities Regents Park	412,858	(201,000)			211,858	Program Saving- VR015- \$201,000 project completed under budget
C0573	Clayton Bowls Club – Indoor Green concept	0	30,000				New Project VR018 \$30,000 as per Council resolution 28 Oct 2019
N0930	Dolamore Athletic Track Renewal	0		70,000		70,000	Bring Forward VR030- \$70,000 to advance investigations and detailed design for delivery of \$1.5M project in 20/21
N1036	Moorabbin Bowls Club – New Green	268,278		(181,778)	(56,500) Grant	30,000	Carry Over VR042 - \$181,778 due to redesign to address contaminated soils – Project at tender
C0544	Ben Kavanagh Netball Facilities	750,000		(250,000)	(300,000) Grant	200,000	Carry Over VR070 - \$250,000 rescheduled to coordinate with Master Plan and drainage upgrade works. To be tendered April 2020
N1070	Chelsea Pony Club – Fencing Improvements	0	30,000		4,545 Contribution	34,545	New Project VR023- \$30,000 with \$4,545 club contribution to improve fencing – Council resolution 24 Nov 2019
C0464	Kerr Crescent New Pavilion	59,239		280,761		340,000	Bring Forward VR069 - \$280,761 to advance planning and investigations for a \$6M project to commence in 2020/21
C0465	Kerr Crescent Soccer Field	0		1,700,000	(1,700,000) Grant	1,700,000	Bring Forward VR065 - \$1,700,000 to offset reduction in grant to be received in 19/20 was \$3.5M now \$1.8M – requiring Rate Budget bring forward to cover cashflow requirements. Works in Progress
C0465	Kerr Crescent Soccer Field	1,700,000		1,093,000		2,793,000	Bring Forward VR066 - \$1,093,000 to fund the forecast advanced delivery expenditure of the soccer field development – Works in Progress
C0430	Dingley Sports Ground Development (Chadwick)	1,745,803		(195,803)		1,550,000	Carry Over VR071 - \$195,803 Forecast expenditure to end 2019/20 is \$1,550,000. Works in Progress
C0492	Dingley Sports Pavilion (Chadwick)	200,000		(125,000)		75,000	Carry Over VR045 - \$125,000 concept planning requires further community consultation before progressing to detailed design.
N0669	Sportsground Lighting – Upgrades and replacements	547,204		(300,000)	(66,500) Transfers	180,704	Carry Over VR043 - \$300,000 unexpected additional \$500k grant income has advance the program. \$300k of these works are scheduled for delivery n 20/21

Code	Project	24 Sept Forecast	2019/20 Adjust	(Carry Over) Bring Fwd	Other Adjust	2019/20 Forecast	Description
N1015	Edithvale Rec Soccer Lighting	13,615	(5,145)			8,470	<i>Program Savings VR005 - \$5,145 project largely delivered in 18/19 with small carry over to 19/20. Project now complete with savings</i>
N1018	Edithvale Bowls Club lighting	53,943	(50,608)			3,335	<i>Program Savings VR006 - \$50,506 project largely delivered in 18/19 with small carry over to 19/20. Project now complete with savings</i>
C0445	Female Change Facilities	250,000		(150,000)		100,000	<i>Carry Over VR044- \$150,000 project is pending further consultation with club and community</i>
C0512	Jack Grut Pavilion Stage 2	531,884		775,000	40,000 Transfer	1,346,884	<i>Bring Forward VR002- \$775,000 as part of tender report the 20/21 full allocation was brought forward to advance delivery</i>
3- Our connected inclusive, healthy and learning community							
C0271	Masonic Hall, Mordialloc	1,612,302		650,000		2,262,302	<i>Bring Forward VR001- \$650,000 as part of tender report the 20/21 full allocation was brought forward to advance delivery.</i>
N0796	Waves Leisure Centre Roof Works	200,000	(139,500)			60,500	<i>Program Savings VR024- \$139,500 works have been completed as recommended by structural engineer. No further costs in 19/20</i>
C0384	Dingley Village Neighbourhood House	3,170,947	242,935			3,413,882	<i>Adjustment VR010- \$242,935 offset from program savings variations to project including \$200k electrical switchboard upgrade</i>
4- Our free-moving safe, prosperous and dynamic city							
C0010	Implement Structure Plans (Moorabbin to Mordialloc)	250,000		(100,000)		150,000	<i>Carry Over VR064- \$100,000 to continue design and planning for Horsecroft Place / Healey Street Reserve</i>
C0359	Mentone Activity Centre – Balcombe/Davies Signals	0	(125,351)		125,351 Income		<i>Program Savings VR021- \$125,351 return of unexpended council contribution from VicRoads – Project complete, savings</i>
C0418	Mentone Activity Centre – Granary Lane	304,692		(304,000)		692	<i>Carry Over VR059- \$304,000 to be carried over to 2022/23 to support Como Parade West footpath renewal</i>
C0467	Mentone Precinct Open Space	2,000,000		(1,400,000)		600,000	<i>Carry Over VR061 - \$1,400,000 forecast payment of \$600k by end June. Requires balance to be available in 20/21</i>
C0472	Parkdale Local Shopping Centre Enhancement	489,000		(400,000)		89,000	<i>Carry Over VR068 - \$400,000 Concept plan consultation is not complete, deferring advance to detailed design.</i>
C0596	Cheltenham Station Forecourt – Lease Liability	0		440,000		440,000	<i>Bring Forward VR060 - \$440,000 as per Council resolution for 20/21 to fund lease liability</i>
N0939	LF Payne Hall, Chelsea	75,000		(45,000)		30,000	<i>Carry Over VR035- \$45,000 discussions with tenant to scope proposed works are in progress</i>
C0158	Cycling & Walking - East/West Cycleway	375,000		(330,000)		45,000	<i>Carry Over VR051- \$330,000 negotiations with DHHS to purchase property unlikely to be finalised by June 2020</i>

Code	Project	24 Sept Forecast	2019/20 Adjust	(Carry Over) Bring Fwd	Other Adjust	2019/20 Forecast	Description
N1065	Foreshore Trail Stg 3 – Rennison to Nepean	1,600,000		(1,600,000)		0	Carry Over VR058- \$1,600,000 project to be tendered March, unlikely to have any construction expenditure in 19/20
N1066	Foreshore Trail – Consultants and service relocations	311,940		(270,000)		41,940	Carry Over VR056- \$270,000 for consultants and service relocations outside of construction contract
C0454	Intersection Signals Upgrades	100,000		(25,000)		75,000	Carry Over VR050- \$25,000 for ongoing traffic studies in Warrigal Rd and Thames Promenade informing signal design
5- Our well governed and responsive organisation							
C0533	1230 Nepean Hwy - Ground Floor Reception & Chambers	750,000		(675,000)		75,000	Carry Over VR032- \$675,000 works rescheduled to 2021 to enable consideration of new Council.
C0017	Garden Blvd Depot Development	3,019,884	490,545			3,510,429	Adjustment VR025- \$490,545 budget correction to align with Council approved works allocation.
C0535	Major Community Facilities Advanced Design Feasibility	300,000		(100,000)		200,000	Carry Over VR033- \$100,000 continuation of advanced planning and feasibility development in to 20/21
N0156	Corporate Systems	400,000		(200,000)		200,000	Carry Over VR041-\$200,000 to support completion of development program into 20/21. Works in progress
N0971	Hardware and Cloud Transition	1,195,000	(445,000)	(200,000)		550,000	Carry Over VR040- \$200,000 contract about to be awarded, delivery will extend into 20/21 Program Savings VR039- \$445,000 new technologies and opportunities have provided savings to original budget.
SubTotal:			(663,242)	(4,135,023)			
Net Rate Adjustment			(\$4,798,442)				decrease

d. Summary of program transfers (post 23 September 2019)

Transfers outside of Parent/Child programs are used to support wholistic delivery of complex projects to support an element that is consistent with the intent of the source funding. Program transfers have no impact on the bottom line, they facilitate the full delivery of approved projects (with variations) within the overall capital program allocation.

The following table summarises transfers that are not within Parent /Child programs – A full listing of all transfers is identified in appendix 2.

Project	Forecast Reduction	Forecast Increase	Description
N0040 Road Renewal Program	(60,000)		VR034 Transfer \$60k to N1074 for asphalt track repairs
N1074 Edithvale Velodrome Crack Repairs		60,000	VR034 Transfer \$60k from N0040 Road Renewal Program
N0231 Green House Gas Reduction	(20,000)		VR012 Transfer to Edithvale Life Saving Club for Solar
C0019 Foreshore Natural Resource Management	(16,307)		VR013& VR007 Transfer to Edithvale Life Saving Club for Landscaping
N0020 Foreshore Infrastructure Renewals	(19,525)		VR007 Transfer to Edithvale Life Saving Club
C0421 Edithvale Life Saving Club		55,832	Transfers from various VR007, VR012, VR013
C0431 Dane Road High Fence	(58,000)		VR019Transfer as per Council report 28 October 2019
C0572 Moorabbin Archery Fencing		58,000	VR019 Transfer as per Council report 28 October 2019
N0669 Sports Ground Lighting	(66,500)		Transfers VR026 & VR027 to child projects
C0510 George Woods Reserve Oval Lighting		29,000	VR027 Transfer \$29k from N0669 Parent Program
C0557 Chelsea Women's Netball Lighting		37,500	VR016 Transfer \$15k from N0019 for landscaping
N0027 Renewal Program from condition audit	(90,014)		Transfers VR022 and VR026 to support renewal activities in building projects
C0512 Jack Grut Pavilion		40,000	VR026 Jack Grut Pavilion as per Council Report 28 Oct 2019
N0793 Fire Hydrant Upgrades		50,014	VR022 Transfer to offset additional costs due to latent conditions
N0509 1230 Programmed Renewal Works	(140,000)		Transfer to support redeskings at 1230 Nepean Hwy
C0534 1230 Office Redeskings		140,000	VR009 Transfer as per memo
N0038 Water Conservation Program	(40,000)		VR017 Transfer from N0509 as per 28 Oct 2019 Council report
VR017 Transfer from N0024 as per 28 Oct 2019 Council report	(30,000)		VR017 Transfer from N0509 as per 28 Oct 2019 Council report
VR017 Transfer from N0026 as per 28 Oct 2019 Council report	(50,000)		VR017 Transfer from N0024 as per 28 Oct 2019 Council report
N0026 Kitchen & Toilet renewal program	(50,000)		VR017 Transfer from N0026 as per 28 Oct 2019 Council report
N0795 Oakleigh Room Refurb		170,000	VR017 Transfer from N0509 as per 28 Oct 2019 Council report
N0775 Asset Management System – Operational Function	(60,000)		VR067 Consolidate Asset Management allocation to C0068
C0068 Asset Management System Development		60,000	VR067 Consolidate Asset Management allocation to C0068
N0027 Renewal Program from condition audit	(350,000)		VR073 Transfer to C0603 as per 23 Sept 2019 Council Report
C0603 Scout & Guide Halls DDA Compliance		350,000	VR073 Transfer from N0027 as per 23 Sept 2019 Council Report
	(1,050,346)	1,050,346	
Net Adjustment	\$0		

2019-2020 CAPITAL PROGRAM		ADOPTED	FORECAST (SEPT)	FEB FORECAST	FEB FORECAST	FEB FORECAST	FEB FORECAST	MYR FORECAST	FEB FORECAST	FEB FORECAST	FEB FORECAST ADJUSTMENT NOTES	FEB FORECAST	FUNDING SOURCE (Forecast)			
ABC	Project Name	2019/20 CAPITAL BUDGET	2019/20 CAPITAL BUDGET	Internal Budget Transfers	Rate Budget Adjust	RATE C'Over B'Fwd 2021	GRANTS Adjust to 2019/20	GRANTS Adjust to 2020/21	RESERVE Adjust to 2019/20	RESERVE Adjust to 2020/21	Description	DRAFT	GRANTS & CONTRBS.	Grants Received Prior to 2019/20	RESERVE FUNDS	COUNCIL RATE
1 - Our well-planned, liveable city supported by infrastructure to meet future needs																
Design, build and maintain the public realm through civil infrastructure (1.3.1)																
131-ROAD INFRASTRUCTURE RENEWAL PROGRAM																
C0372	RD - Bank Lane, Edithvale, Construction (Bank Road to north	-	-	140,000	-	-	-	-	-	-	-	140,000	-	-	-	140,000
C0457	RD - ARMSTRONG LANE, Chelsea - lane reconstruction/drains	-	-	65,000	-	-	-	-	-	-	-	65,000	-	-	-	65,000
C0459	RD- CANTERBURY ROAD, Braeside - Special Charge Scheme	675,000	675,000	-	(875,000)	-	-	-	-	-	VR004- \$675,000 Declared Savings- Discontinued Project	-	-	-	-	-
N0039	RD- Road Renewal - Resurfacing Program	-	-	1,600,000	-	-	-	-	-	-	-	1,600,000	-	-	-	1,600,000
N0040	RD- Road Renewal - Roads Reconstruction Program Priority Pr	6,400,000	4,916,500	(5,047,000)	-	-	237,981	-	-	-	VR053- \$237,981 Additional Income MYR Revenue adjust VR034- Transfer \$90k to N1074 as per tender report	107,541	817,981	-	-	710,440
N0535	RD- BARKLY STREET, Mordialloc (McDonald to Bear)	-	-	200,000	-	-	-	-	-	-	-	200,000	-	-	-	200,000
N0559	RD- BARKLY STREET, Mordialloc (Bear to Chute)	-	250,000	500,000	-	-	-	-	-	-	-	750,000	-	-	-	750,000
N0787	BR- ASSET MANAGEMENT- Bridges & Structures	-	-	60,000	-	-	-	-	-	-	-	60,000	-	-	-	60,000
N0955	RD - Rowans Road, Moorabbin, (Isabella to Franklin)	-	-	900,000	-	-	-	-	-	-	-	900,000	-	-	-	900,000
N0957	RD - French Avenue, Edithvale (Edithvale to Fraser)	-	350,000	325,000	-	-	-	-	-	-	-	475,000	-	-	-	675,000
N0980	RD - Tootal Road - Centre Dand Rd to Jolimont Place	-	-	50,000	-	-	-	-	-	-	-	50,000	-	-	-	50,000
N1000	RD- CHELSEA ROAD, Chelsea (Drinan to Beardsworth)	-	-	200,000	-	-	-	-	-	-	-	200,000	-	-	-	200,000
N1024	RD- ISABELLA STREET, Moorabbin (Walsh to Rowans)	-	-	30,000	-	-	-	-	-	-	-	30,000	-	-	-	30,000
N1029	RD- OLD BOUNDARY ROAD - Dingley By-Pass to Kingston	-	-	22,000	-	-	-	-	-	-	-	22,000	-	-	-	22,000
N1050	RD- RODNEY/JOAN/RICE STREETS, Moorabbin	-	-	95,000	-	-	-	-	-	-	-	95,000	-	-	-	95,000
N1051	RD- TI-TREE GROVE, Parkdale	-	-	70,000	-	-	-	-	-	-	-	70,000	-	-	-	70,000
N1060	RD- RAILWAY ROAD and PARK LANE, Cheltenham	-	-	280,000	-	-	-	-	-	-	-	280,000	-	-	-	280,000
N1068	RD- NEPEAN HWY NBSR, Cheltenham (1230 Nepean to Park Rd)	-	-	270,000	-	-	-	-	-	-	-	270,000	-	-	-	270,000
132-FOOTPATH RENEWAL PROGRAM																
C0375	FP - Chandler Street, Parkdale - Imes to Victoria (west side) (Ne	-	-	14,000	-	-	-	-	-	-	-	14,000	-	-	-	14,000
C0475	FP- VERNAL ROAD, Oakleigh South	-	-	45,000	-	-	-	-	-	-	-	45,000	-	-	-	45,000
C0477	FP- ESPER AVENUE, Oakleigh South (Luntar to Vernal)	-	-	50,000	-	-	-	-	-	-	-	50,000	-	-	-	50,000
C0478	FP- GLENNIE AVENUE, Oakleigh South (Luntar to Vernal)	-	-	50,000	-	-	-	-	-	-	-	50,000	-	-	-	50,000
C0480	FP- Dahmen Street, Carrum - Ramp construction	-	-	100,000	-	-	-	-	-	-	-	100,000	-	-	-	100,000
C0504	FP- IMES STREET, Parkdale - Chandler to Nepean (south side)	-	-	17,000	-	-	-	-	-	-	-	17,000	-	-	-	17,000
N0119	FP- Footpath Renewal Program	700,000	700,000	(568,000)	-	-	-	-	-	-	-	132,000	-	-	-	132,000
N0704	FP- CHARMAN ROAD, Cheltenham (Gillman to Latrobe) - east s	-	-	35,000	-	-	-	-	-	-	-	35,000	-	-	-	35,000
N0899	FP - Nepean Highway, Moorabbin - Alison to Wickham (east side	-	-	32,000	-	-	-	-	-	-	-	32,000	-	-	-	32,000
N0900	FP - Nepean Highway, Moorabbin - Barilla to Hillston (east side	-	-	12,000	-	-	-	-	-	-	-	12,000	-	-	-	12,000
N0901	FP - Nepean Highway, Moorabbin - Gwenda to Perry (east side)	-	-	17,000	-	-	-	-	-	-	-	17,000	-	-	-	17,000
N0902	FP - Nepean Highway, Moorabbin - Hamer to Alison (east side)	-	-	13,000	-	-	-	-	-	-	-	13,000	-	-	-	13,000
N0903	FP - Nepean Highway, Moorabbin - Hillston to Hamer (east side)	-	-	15,000	-	-	-	-	-	-	-	15,000	-	-	-	15,000
N0904	FP - Nepean Highway, Moorabbin - Perry to Schofield (east side)	-	-	17,000	-	-	-	-	-	-	-	17,000	-	-	-	17,000
N0905	FP - Nepean Highway, Moorabbin - Schofield to Tavermer (east	-	-	16,000	-	-	-	-	-	-	-	16,000	-	-	-	16,000
N0906	FP - Nepean Highway, Moorabbin - Tavermer to Barilla (east side	-	-	15,000	-	-	-	-	-	-	-	15,000	-	-	-	15,000
N0976	FP - Whatleys Drain/McDougalls Reserve, Carrum (McLeod to F	-	-	32,000	-	-	-	-	-	-	-	32,000	-	-	-	32,000
N0977	FP - Whatleys Drain/Roy Dore, Carrum (Dyson to Graham)	-	-	53,000	-	-	-	-	-	-	-	53,000	-	-	-	53,000
N1061	FP- Heatherton Road, Clayton South (from 86m west of No.675	-	-	35,000	-	-	-	-	-	-	-	35,000	-	-	-	35,000
133-Carparks -Sub Program of Roads																
N0118	CP- Carpark Renewal Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N1033	CP- Sir William Fry Res carpark expansion	80,000	80,000	-	-	-	-	-	-	-	-	80,000	-	-	-	80,000
N1045	CP- GOVERNOR ROAD boat ramp carpark, Mordialloc (24 Park St)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
134-Industrial Development Strategy																
C0001	IND- Kingston Industrial Development Strategy	250,000	250,000	(250,000)	-	-	-	-	-	-	-	-	-	-	-	-
C0481	IND- BRAESIDE DRIVE, Braeside (Malcolm to Urban)	-	-	50,000	-	-	-	-	-	-	-	50,000	-	-	-	50,000
C0482	IND- MASON DRIVE, Braeside (Malcolm to Urban)	-	-	50,000	-	-	-	-	-	-	-	50,000	-	-	-	50,000
C0483	IND- URBAN STREET, Braeside (Mason to Braeside)	-	-	50,000	-	-	-	-	-	-	-	50,000	-	-	-	50,000
C0484	IND- MACBETH STREET, Braeside (Malcolm east to Malcolm we	-	-	100,000	-	-	-	-	-	-	-	100,000	-	-	-	100,000
C0540	IND- CLAYTON ROAD, Clayton South (Fairbank to Osbourne)	-	30,000	-	-	-	-	-	-	-	-	30,000	-	-	-	30,000

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ID	Project Name	2019/20 CAPITAL BUDGET	2019/20 CAPITAL BUDGET	Internal Budget Transfers	Rate Budget Adjust	RATE C'Over B'Fwd 2021	GRANTS Adjust to 2019/20	GRANTS Adjust to 2020/21	RESERVE Adjust to 2019/20	RESERVE Adjust to 2020/21	Description	DRAFT	GRANTS & CONTRIBS.	Grants Received Prior to 2019/20	RESERVE FUNDS	COUNCIL RATE	
		135-DRAINAGE IMPROVEMENT PROGRAM															
C0380	DR - MULKARRA DRIVE/EMBANKMENT GROVE, Chelsea (from	-	-	50,000								50,000	-	-	-	50,000	
C0471	DR - TI-Tree Grove, Parkdale - outfall drain	-	-	235,000								235,000	-	-	-	235,000	
C0495	DR - RODNEY/JOAN STREETS, Moorabbin - Drainage Improve	-	-	100,000								100,000	-	-	-	100,000	
C0536	DR- McDONALD STREET, Mordialloc (Albert to Barkly)	-	-	350,000								350,000	-	-	-	350,000	
C0538	DR- THE GRANGE ESTATE RESERVE - 26-28 Aisha Crescent, D	-	-	54,000								54,000	-	-	-	54,000	
C0549	DR- BUNNEY ROAD/CLARINDA ROAD, Clarinda	-	-	30,000								30,000	-	-	-	30,000	
C0554	DR- WANDOO / MELALEUCA / BOREE, Clarinda	-	-	100,000								100,000	-	-	-	100,000	
C0556	DR- BISCOPE ROAD, Moorabbin (Gavin to Doonga)	-	-	250,000								250,000	-	-	-	250,000	
C0561	DR- Madden Rd Heatherton, Drainage construction, west of pin	-	-	16,000								16,000	-	-	-	16,000	
C0562	DR- CHADWICK RESERVE, Dingley Village (Mordialloc Bypass	-	-	450,000		(400,000)					VR027- CHMP Delays tender \$400k C'Over	50,000	-	-	-	50,000	
N0087	DR- DRAINAGE PROGRAMS (Flood Mitigation)	3,000,000	3,000,000	(2,658,000)								344,000	-	-	-	344,000	
N0090	DR- FLOOD MITIGATION STRATEGY	-	-	100,000								100,000	-	-	-	100,000	
N0579	DR- FRASER AV, Edithvale	-	-	128,000								128,000	-	-	-	128,000	
N0942	DR - Peace Street, Clayton South	-	-	450,000		(400,000)					VR028- CHMP permit delays tender \$400k C'Over	50,000	-	-	-	50,000	
N0951	DR - McDonald Street, Mordialloc (Ben Kavanagh Reserve - Mc	-	-	115,000								115,000	-	-	-	115,000	
N0998	DR- TARELLA ROAD, Chelsea (Cross to Kangaroo)	-	-	158,000								158,000	-	-	-	158,000	
N1027	DR- SHERWOOD AVENUE, Chelsea (east end at Bicentennial P	-	-	30,000								30,000	-	-	-	30,000	
Effectively Manage Council's Property Portfolio (1.3.3)																	
SUBTOTAL GOAL 1:		11,105,000	10,251,560	(60,000)	(675,000)	(800,000)	237,981	-	-	-	-	8,954,541	817,981	-	-	8,136,560	
2- Our sustainable green environment with accessible open spaces																	
Environmental resilience and sustainability (2.1)																	
210-Environmental Resilience																	
C0468	Street Light LED Conversion - Non Standard poles	250,000	100,000									100,000	-	-	-	100,000	
C0518	Climate Change Strategy - Solar Initiative	200,000	200,000			432,500					VR038- \$432,500 B'Fwd	632,500	-	-	-	632,500	
C0539	SH- Stormwater Harvesting (Drainage Reserve)	50,000	50,000									50,000	-	DR	50,000	-	
N0019	Bay & Waterways Stormwater Quality Improvement	50,000	96,288									96,288	-	-	-	96,288	
N0038	Water Conservation Programs - Buildings	40,000	40,000	(40,000)							VR017 - \$40,000 Transfer to N0795 Oakleigh Room as per 28 Oct Council Report	-	-	-	-	-	
N0231	Green House Gas Reduction / Rising Sea Levels	200,000	212,000	(20,000)							VR012- \$20,000 to C0421 Edithvale LSC for Solar Panels	192,000	-	-	-	192,000	
N0239	Sportsground Warm Season Conversion/Turf replacement (For	120,000	120,000									120,000	-	-	-	120,000	
211- Landfill Remediation Programs																	
N0766	Spring Road Landfill Remediation	-	27,386									27,386	-	-	-	27,386	
N0767	Heatherton Park Landfill Remediation	-	1,145,000									1,145,000	800,000	-	-	345,000	
N0769	Elder St Landfill Remediation	475,000	1,727,020									1,727,020	-	GW	1,727,020	-	
N0939	Former Landfill Sites Remediation (EPA Compliance)	1,235,000	843,000									843,000	-	-	-	843,000	
Activating and protecting the foreshore (2.3)																	
230-Foreshore Activation																	
C0019	Foreshore Natural Resource Management	100,000	100,000	(16,307)							VR007 - \$1,307.26 Transfer to C0421 VR013- \$15,000 to C0421 for Landscaping	83,693	-	-	-	83,693	
C0324	FRF - Parkdale Yacht Club	2,011,775	2,122,367									2,122,367	-	-	FR	1,410,992	
C0421	Edithvale Life Saving Club	3,170,643	2,772,575	55,832	194,882						VR007- \$20,832.25 from C0421 and N0020 - Roof Top Garden VR008- \$143,000 increase for variations VR012- \$20,000 for solar panels from N0231 VR013- \$15,000 for landscaping from C0019 VR014- \$41,882 Correction from 24 Sept 2018 Council Report	3,613,289	750,000	-	FR	350,000	1,913,289
C0427	Patterson Lakes (Inner Harbour) Public Jetty	-	182,500									182,500	-	-	-	182,500	
C0442	Mentone Life Saving Club	230,000	159,389									159,389	230,000	-	-	(70,611)	
C0443	Aspendale Life Saving Club	1,300,000	1,277,184			(312,184)		(300,000)				165,000	-	-	FR	165,000	
C0461	Chelsea Yacht Club (Includes Lift)	400,000	390,029			(345,029)						45,000	-	-	-	45,000	
C0463	The Corso Reserve Landscaping	100,000	100,000								(100,000)	-	-	-	FR	-	
C0519	Parkdale Yacht Club Carpark	750,000	750,000			(750,000)						20,000	-	-	-	20,000	

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COUNCIL	Project Name	2019/20 CAPITAL BUDGET	2019/20 CAPITAL BUDGET	Internal Budget Transfers	Rate Budget Adjust	RATE C'Over B'Fwd 2021	GRANTS Adjust to 2019/20	GRANTS Adjust to 2020/21	RESERVE Adjust to 2019/20	RESERVE Adjust to 2020/21	Description	DRAFT	GRANTS & CONTRBS.	Grants Received Prior to 2019/20	RESERVE FUNDS	COUNCIL RATE
		C0520	Bonbeach Life Saving Club Redevelopment		300,000									300,000	-	-
C0521	Carrum Life Saving Club Expansion	150,000	150,000					(150,000)			VR054- \$150k Grant income to be claimed in 2021	-	-	-	-	-
N0020	Foreshore Infrastructure Renewals	700,000	700,000	(19,525)		(20,000)					VR007 - \$19,525 Transfer to C0421 VR046- \$20,000 C'Over	480,475	-	-	-	480,475
N0656	FRF- Mentone Coastal Precinct Plan Implementation	203,000	219,116									219,116	-	-	FR	219,116
N0799	FRF- Foreshore Drainage Improvements	300,000	305,680						(44,856)		VR050- \$44,856 C'Over - MYR Revenue Register adjust	200,814	-	-	FR	260,814
N0981	Foreshore Ticket Parking Machine Replacements	170,000	170,000									170,000	-	-	-	170,000
Implement the Open Space Strategy (2.4)		-	-									-	-	-	-	-
240- Open Space Strategy		-	-									-	-	-	-	-
C0012	Playground Improvement & Renewal Program	610,000	610,000									610,000	-	-	-	610,000
C0013	Playground Major Repairs & Maintenance	150,000	150,000									150,000	-	-	-	150,000
C0014	Irrigation & Drainage Upgrades/Renewals (Formerly Watering System Major Repairs & Renewal)	100,000	180,000									180,000	-	-	-	180,000
C0015	Cricket Infrastructure repairs and Synthetic surfaces (Formerly C	85,000	85,000									85,000	-	-	-	85,000
C0018	Parks & Open Space Strategy Implementation	252,000	252,000									252,000	-	-	-	252,000
C0041	Moorabbin Reserve Master Plan implementation	250,000	250,000			(180,000)					VR048- \$180,000 C'Over	70,000	-	-	OS	250,000 (180,000)
C0107	Reserves Tree Planting Programme	50,000	50,000									50,000	-	-	-	50,000
C0109	Shade Sails for Regional Parks and Peter scullin	60,000	60,000			(47,490)					VR047- \$47,490 C'Over	12,510	-	-	-	12,510
C0234	Sportsground Drainage Improvement Program	80,000	-									-	-	-	-	-
C0456	Land Purchase - 8-10 Barker Street, Cheltenham	-	58,062									58,062	-	-	OS	58,062
C0462	Barker Street Cheltenham Urban Park	235,000	235,000									235,000	-	-	OS	235,000
C0547	Land Purchase- Springs Road, Dingley	-	150,000								VR062- \$150k Savings - Open Space Res	150,000	-	-	OS	150,000
C0548	Site Clearance/Demolition - Springs Rd, Dingley	100,000	100,000			(50,000)					VR063- C'Over \$50k Demolition delayed pending tenant moving	10,000	-	-	-	10,000
N0007	Minor Reserve Improvements	150,000	150,000									150,000	-	-	-	150,000
N0008	Sportsground Top Dressing Program (Formerly Oval Regrading Works)	110,000	110,000									110,000	-	-	-	110,000
N0010	Reserve Revegetation	70,000	70,000									70,000	-	-	-	70,000
N0011	Reserve Gravel Carparks Minor Upgrades	70,000	70,000									70,000	-	-	-	70,000
N0012	Reserve Pathway Renewals & Minor Upgrades	35,000	35,000									35,000	-	-	-	35,000
N0013	Reserve Fencing Renewal	200,000	200,000									200,000	-	-	-	200,000
N0191	Parks Asset Renewal	683,000	683,000									683,000	-	-	-	683,000
N0578	Goal Post Renewal Program	25,000	25,000									25,000	-	-	-	25,000
N1006	Parks Capital Delivery Resource	200,000	242,355									242,355	-	-	-	242,355
N1035	Peter Scullin Reserve - Upgrade Watering system	120,000	120,000									120,000	-	-	OS	120,000
241- Green Wedge Development		-	-									-	-	-	-	-
C0287	GWR- Walking and Cycling Connectivity Project	-	58,439									58,439	-	-	GW	58,439
C0345	GWR- Implementation of Green Wedge Plan	-	-									-	-	-	-	-
C0523	GWR- Elder ST Reserve Development	1,000,000	1,000,000									1,000,000	-	-	GW	1,000,000
C0524	GWR- Elder St to Victory Bridge	50,000	50,000									50,000	-	-	GW	50,000
N0659	GWR- Project Officer	100,000	100,000									100,000	-	-	GW	100,000
N1008	GWR- Landscaping and Maint	-	-									-	-	-	-	-
N1017	Kingston Sportfield Feasibility - Green Wedge	200,000	266,903									266,903	-	-	-	266,903
Provide variety of sport and recreation opportunities (2.5)		-	-									-	-	-	-	-
250- Sport and Recreation		-	-									-	-	-	-	-
C0191	Walter Galt Reserve - Masterplan Implementation	573,600	665,146									665,146	-	-	OS	665,146
C0319	Active Youth Spaces Strategy - Implementation	150,000	207,409									207,409	-	-	OS	207,409
C0391	Netball Facilities Development - Regents Park	500,000	412,858			(201,000)					VR015 - Declared Savings \$201,000	211,858	-	-	-	211,858
C0420	Lighting at Le page Park Oval 1	-	-									-	18,712	-	-	(18,712)
C0431	Dane Rd Reserve High Fencing (Railway side)	290,000	290,000			(58,000)					VR019 As per Council Report 28 Oct 2019	232,000	-	-	-	232,000
C0444	The Grange Master Plan Development	-	135,052									135,052	-	-	-	135,052

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Project Name	2019/20 CAPITAL BUDGET	2019/20 CAPITAL BUDGET	Internal Budget Transfers	Rate Budget Adjust	RATE C'Over B'Fwd 2021	GRANTS Adjust to 2019/20	GRANTS Adjust to 2020/21	RESERVE Adjust to 2019/20	RESERVE Adjust to 2020/21	Description	DRAFT	GRANTS & CONTRIBS.	Grants Received Prior to 2019/20	RESERVE FUNDS	COUNCIL RATE	
C0513	Bald Hill Park - Disc Golf	-	45,107									45,107	-	-	45,107	
C0515	Kingston Heath Score Board (Bentleigh Greens)	-	52,787									52,787	15,000	-	37,787	
C0526	Regents Park Pavilion Redevelopment	190,000	190,000									190,000	-	OS 190,000	-	
C0530	Upgrade of the Long Jump Run Ups at Edithvale Recreation Re	130,000	130,000									130,000	-	OS 130,000	-	
C0572	Moorabin Archery Fencing	-	-	58,000						VR019 As per Council Report 28 Oct 2019		58,000	-	-	58,000	
C0573	Clayton Bowls Club - Indoor Green concept study	-	-		30,000					VR018 as per Council Report 23 Sept 2019		30,000	-	-	30,000	
N0129	Recreation Minor Projects	50,000	50,000									50,000	-	-	50,000	
N0511	Cricket Infrastructure Development	75,000	75,000									75,000	-	-	75,000	
N0526	Tennis Facility Development	70,000	84,362									84,362	-	-	84,362	
N0930	Dolamore Athletic Track Renewal	-	-			70,000				VR030- B'Fwd Part 2021 Allocation for design - \$70k		70,000	-	-	70,000	
N1030	Bonbeach Rec - Basketball ring replacement	-	60,000									60,000	-	-	60,000	
N1031	Mordialloc Tennis Club & Fencing	-	-									-	-	-	-	
N1036	SRV - Moorabbin Bowls Club - New Green	264,000	268,278			(161,778)		(56,500)		VR042- \$238,278 C'Over		30,000	-	112,500	(82,500)	
N1070	Chelsea Pony Club - Fencing Improvements	-	-		30,000		4,545			VR023 - 24 Nov 2019 Council Mtg. Item 10.3 - New \$30k funding from Myr Plus \$6k from Pony Club		34,545	4,545	-	30,000	
N1074	Edithvale Velodrome Crack Repairs	-	-	60,000						VR034- Transfer \$60k from N0040 as per Tender Report		60,000	-	-	60,000	
	251-Reserve Masterplan Development	-	-									-	-	-	-	
C0192	Bonbeach Sports Reserve - Masterplan Implementation	-	70,441									70,441	-	OS 70,441	-	
C0320	Dales Park Development Plan	300,000	629,844									629,844	-	OS 629,844	-	
C0321	Le Page Park Master Plan (Design)	50,000	60,000									60,000	-	OS 60,000	-	
C0385	Ben Kavanagh Reserve Masterplan Implementation	770,000	764,111						(215,000)	VR049- \$215,000 C'Over		549,111	-	OS 203,217	345,894	
C0544	Ben Kavanagh Netball Facilities	750,000	750,000			(250,000)		(300,000)		VR070- \$500k C'Over including \$500k Grant deferred to 2021		200,000	200,000	-	-	
C0429	Regents Park Masterplan (Ground works)	150,000	150,000									150,000	-	-	150,000	
C0449	GR Bricker Reserve Park Master Plan	50,000	50,000									50,000	-	OS 50,000	-	
	251a- Kerr Reserve Sports Precinct	-	-									-	-	-	-	
C0464	Kerr Crescent New Pavilion - (Local Std) - Concept	-	59,239			280,761				VR069 - \$280,761 B'Fwd to advance design		340,000	-	-	340,000	
C0465	Kerr Crescent Soccer Field Development	3,500,000	3,500,000			2,760,000		(1,700,000)		VR065- MYR Reserve Register adjust \$1.7M back to 2021 VR066- \$1,080,000 B'Fwd for advanced works delivery		4,580,000	1,800,000	-	2,780,000	
	251b- Chadwick Sports Precinct	-	-									-	-	-	-	
C0430	Dingley Sports Ground Development- Feasibility & Design	1,700,000	1,745,803			(195,803)				VR071- \$195,803 C'Over to 2021		1,550,000	-	OS 1,700,000	(150,000)	
C0492	Dingley Sports Pavilion-Concepts (Chadwick)	200,000	200,000			(125,000)				VR045- \$125,000 C'Over		75,000	-	-	75,000	
C0545	Chadwick- Civil and Landscaping	250,000	250,000									250,000	-	-	250,000	
C0508	SL - Chadwick Senior oval	-	6,600									6,600	-	-	6,600	
C0509	SL - Chadwick Junior Oval	-	5,236									5,236	-	-	5,236	
C0510	SL - George Woods Reserve Oval	-	-	29,000						VR027- \$29,000 transfer from N0669		29,000	-	-	29,000	
	253-SPORTSGROUND LIGHTING PROGRAM	-	-									-	-	-	-	
C0514	SL -Bonbeach Sports Lighting - Oval 1	-	30,827									30,827	-	-	30,827	
C0557	SL -Chelsea Womens Club-Netball Courts Lighting	-	-	37,500						VR016 - \$37,500 Transfer from N0687		37,500	-	-	37,500	
N0669	Sportsground Lighting - Pole Replacements	450,000	547,204	(66,500)		(300,000)				VR016 - \$37,500 Transfer to C0557 VR027- \$29,000 Transfer to C0510 VR043 \$300,000 C'Over		180,704	500,000	-	(319,296)	
N0991	SL - Dingley Res Sports Lighting - Est \$200k	-	40,798									40,798	-	-	40,798	
N1012	SL - Jack Grut reserve - Sports Lighting	-	36,633									36,633	8,640	-	28,993	
N1013	SL - Roy Dore Reserve East Oval Sports Lighting - Est \$150k	-	231,429									231,429	-	-	231,429	
N1015	SL(SRV)- Minor Facilities - Edithvale Rec Soccer Lighting	-	13,615		(5,145)					VR005- \$5,145 Declared saving		8,470	10,000	-	(1,530)	
N1018	SL - Edithvale Bowls Club Lighting	-	53,943		(50,608)					VR006- \$50,000 Declared saving		3,335	15,000	-	(11,665)	
N1021	SL -LePage Park NO.2 Sports Lighting - Est \$150k	-	125,000				169,318			Admin Correction - Grant income is for Facilities upgrade not Sports Lighting Transfer \$112,500 received in 1819 to C0525 Income \$12,500 to be received in 1920 to C0525 VR020- \$181818.18 Grant income via club (ex GST)		181,818	161,818	112,500	(112,500)	

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N1063	SL - Moorabbin Bowls Sports lighting	-	125,000									125,000	-	-	125,000		
254-Sports Pavilions																	
C0263	Pavilion Dev- Cliff Sambell Pav - Gerry Green Res	-	10,140									10,140	139,640	-	(129,500)		
C0428	Stadium Development - Kingston Basketball	250,000	268,000									268,000	-	-	268,000		
C0439	Roy Dore Pavilion Redevelopment	4,400,000	4,333,008									4,333,008	2,088,000	320,000	1,633,008		
C0445	Female Change Facilities - Regents Park	180,000	250,000			(150,000)				VR344 - \$150,000 C'Over	100,000	-	-	-	100,000		
C0450	Dales Park Pavilion	2,520,000	2,667,025									2,667,025	-	325,000	2,342,025		
C0512	Jack Grut Pavilion Stage 2	-	531,884	40,000		775,000				VR002 - \$775,000 B'Fwd to advance delivery VR026 - \$40,000 from N0027	1,346,884	-	-	-	1,346,884		
C0528	Jack Grut Stage2 Pavilion Extension	430,000	-									-	-	-	-		
N0794	Soppett Pavilion Redevelopment - Mentone Reserve	5,160,000	4,556,312									4,556,312	-	800,000	3,756,312		
N0132	Pavilion Projects Contingency Funds	53,533	53,533									53,533	-	-	53,533		
255-SRV Grants Program																	
C0030	Sport & Rec Facilities Grants - Council Contribution (SRV Grant)	125,000	125,000									125,000	-	-	125,000		
C0432	SRV- Chelsea Reserve Cricket Nets Upgrade	96,000	96,000									96,000	-	-	96,000		
C0433	SRV- Gerry Green Reserve Cricket Nets Upgrade	-	-									-	5,900	-	(5,900)		
C0468	SRV- Female Friendly Facilities - Curwood Pavilion	-	-									-	-	-	-		
C0489	SRV- Female Friendly Facilities - Southern Rd Pavilion	705,000	746,599									746,599	8,000	-	738,599		
C0525	SRV- Le Page Park Pavilion - Facilities Upgrade	-	-			12,500				Admin Correction - Grant income is for Facilities upgrade not Sports Lighting Transfer \$112,500 received in 19/19 from N1021 Income \$12,500 to be received in 19/20 to N1021	125,000	12,500	-	-	112,500		
N0635	SRV- Parkdale Tennis Court Renewal (+\$100k SRV - \$30k Club)	-	-									-	25,000	-	(25,000)		
SUBTOTAL GOAL 2:		41,572,551	45,371,516	60,000	(11,871)	1,223,977	186,364	(2,506,500)	(44,866)	(815,000)	-	43,463,619	6,804,356	1,670,000	-	9,246,283	25,742,980
3- Our connected inclusive, healthy and learning community																	
Provide equitable access to services and facilities for all community (3.2)																	
320-Access to Services																	
C0437	Disability Access- Changing Places - Bicentennial Park	150,000	165,470									165,470	-	-	165,470		
Enhance wellbeing and participation of families and children (3.3)																	
330-Children and Families																	
C0416	Acacia AV Preschool (Dependent on \$650k grant)	-	-									-	32,500	-	(32,500)		
C0502	CCTV Crime prevention- Carrum & Mordialloc LSC	-	27,273									27,273	-	27,273	-		
C0503	CCTV Crime prevention- Bicentennial Skate park	-	24,584									24,584	24,584	-	(0)		
C0531	Farm Road Pre-school refurbishment	401,000	452,372									452,372	345,750	-	106,622		
Promote an active, healthy and involved community life (3.4)																	
C0271	Masonic Hall, Mordialloc - Restoration	1,500,000	1,612,302			650,000				VR001 - \$650,000 B'Fwd to advance delivery	2,262,302	-	-	-	2,262,302		
N1043	Masonic Hall fitout	80,000	80,000								80,000	-	-	-	80,000		
N1034	6th Mordialloc Sea Scouts Refurbishment	20,000	20,000								20,000	-	-	-	20,000		
C0049	Waves - Asset Replacement Program	385,000	385,000								385,000	-	-	-	385,000		
N0796	Waves Leisure Centre - Roof Works	200,000	200,000			(139,500)				VR024 - \$139,500 Declared Savings	80,500	-	-	-	80,500		
N0139	Don Tainell Asset Replacement Program	225,000	260,604								260,604	-	-	-	260,604		
Support learning and development (3.5)																	
350-Learning and Development																	
C0187	Westall Community HUB	-	-									-	-	-	-		
C0384	Dingley Village Neighbourhood House precinct - Stg1	3,442,784	3,170,947			242,935				VR010 - Allocation increase for variations S242,935 refer to MYR	3,413,882	-	-	-	3,413,882		

2019-2020 CAPITAL PROGRAM		ADOPTED	FORECAST (SEPT)	FEB FORECAST	FEB FORECAST	FEB FORECAST	FEB FORECAST	MYR FORECAST	FEB FORECAST	FEB FORECAST	FEB FORECAST ADJUSTMENT NOTES	FEB FORECAST	FUNDING SOURCE (Forecast)			
Project Name	2019/20 CAPITAL BUDGET	2019/20 CAPITAL BUDGET	Internal Budget Transfers	Rate Budget Adjust	RATE C'Over B'Fwd 2021	GRANTS Adjust to 2019/20	GRANTS Adjust to 2020/21	RESERVE Adjust to 2019/20	RESERVE Adjust to 2020/21	Description	DRAFT	GRANTS & CONTRIBS.	Grants Received Prior to 2019/20	RESERVE FUNDS	COUNCIL RATE	
C0424	Library Service Bookstock Purchasing	1,077,126	1,077,126									1,077,126	-	-	1,077,126	
N0797	Libraries - Notional Allocation	180,000	180,000									180,000	-	-	180,000	
N1037	Library Customer Printing Solution	52,468	52,468									52,468	-	-	52,468	
N1038	Dingley Library & Hall - Furniture and Shelving	90,000	90,000									90,000	-	-	90,000	
N1039	Parkdale Library concept designs for public space	20,000	20,000									20,000	-	-	20,000	
SUBTOTAL GOAL 3:		7,823,378	7,818,145	-	103,435	650,000	-	-	-	-	-	8,571,560	378,250	51,857	8,141,474	
4- Our free-moving safe, prosperous and dynamic city																
Vibrant shopping centres and employment precincts (4.1)																
#10-Vibrant precincts																
C0010	Implement Structure Plans - (Moorabbin to Mordialloc) -Concept	205,000	250,000			(100,000)				VR064- \$100k C'Over o 2021	150,000	-	-	-	150,000	
C0277	Activity Centre Upgrades & Improvements	70,000	70,000								70,000	-	-	-	70,000	
C0359	Mentone Activity Centre - Balcombe Rd /Davies Signalisation	-	-			(125,351)				VR021 - Declared Savings \$125,351 - VicRoads Return Surplus	125,351	-	-	-	(125,351)	
C0417	Mentone Activity Centre - PIAZZA	-	885,743								885,743	-	-	-	885,743	
C0418	Mentone Activity Centre - GRANARY LANE	270,000	304,692			(304,000)				VR059- \$304k C'Over to 2021	692	-	-	-	692	
C0467	Mentone Precinct Open Space	2,000,000	2,000,000			(1,400,000)				VR061- C'Over \$1.4M to 2021	600,000	-	OS 2,000,000	-	(1,400,000)	
C0472	Parkdale Local Shopping Centre Enhancement	400,000	489,000			(400,000)				VR068- \$400k C'Over to 2021	89,000	-	-	-	89,000	
C0596	Cheltenham Forecourt - Lease liability	-	-			440,000				VR060- B'Fwd \$440k as per resolution 1BC	440,000	-	-	-	440,000	
N0970	Moorabbin Activity Centre - Structure Plan	-	20,368								20,368	-	-	-	20,368	
N0982	Smart City Initiatives	300,000	258,700								258,700	-	-	-	258,700	
N0983	Christmas Decorations	40,000	40,000								40,000	-	-	-	40,000	
Rich in arts, innovation and tourism (4.3)																
#30-Arts & Tourism																
C0104	Public Art	20,000	20,000								20,000	-	-	-	20,000	
N0144	Kingston Hall - Facility Renewals	150,000	276,666								276,666	-	-	-	276,666	
N0188	Kingston Arts Centre - Facility Renewals	65,000	65,000								65,000	-	-	-	65,000	
C0546	Kingston City Hall Master Plan Stage 2 (Planning Only)	150,000	150,000								150,000	-	-	-	150,000	
N0399	L.F. Payne Hall, Chelsea - Building Renewal	75,000	75,000			(45,000)				VR035- \$45,000 C'Over	30,000	-	-	-	30,000	
N1041	Mural Art in Activity Centres	55,000	55,000								55,000	-	-	-	55,000	
N1042	Shirley Burke Theatre Facade	100,000	100,000								100,000	-	-	-	100,000	
Integrated, accessible transport and a free-moving city (4.4)																
#41-Connected Walking & Cycleways																
C0033	Bike & Walking Trails	150,000	150,000								150,000	-	-	-	150,000	
C0158	Cycling & Walking - East/West Cycleway	375,000	375,000			(330,000)				VR051- \$330,000 C'Over	45,000	-	-	-	45,000	
C0346	GWR- Linking Karkarook Park to Clayton Road	700,000	1,186,978								1,186,978	-	GW 1,186,978	-	-	
N0021	Bay Trail Stage Two Contract- Mentone to Rennison	4,432,000	5,155,440								5,155,440	700,000	-	-	4,455,440	
N1065	Bay Trail Stage Three - Rennison to Mordialloc	-	1,600,000			(1,600,000)				VR056- \$1.6M C'Over to 2021	-	-	-	-	-	
N1066	Bay Trail - Consultants & Service Relocations	-	311,940			(270,000)				VR056- \$270k C'Over to 2021	41,940	15,000	-	-	26,940	
#42-Traffic & Transport																
C0341	Edithvale Rd Pedestrian Crossing to Children's Hub	-	12,839								12,839	-	-	-	12,839	
C0454	Intersection Signals Upgrades (Design & Install)	100,000	100,000			(25,000)				VR050- \$25,000 C'Over	75,000	-	-	-	75,000	
N0803	Minor Public Lighting Upgrades	80,000	80,000								80,000	-	-	-	80,000	
N0837	Traffic Signal Upgrades	105,000	159,221								159,221	-	-	-	159,221	
#43-TRAFFIC MANAGEMENT IMPROVEMENT PROGRAM																
C0312	TM- ROSEBANK AVENUE, Clayton South - pedestrian signals (-	-								-	-	-	-	-	
C0496	TM- French Avenue, Edithvale - Roundabout	-	148,000								148,000	133,000	-	-	15,000	
N0116	TM- VARIOUS MINOR WORKS	-	-								-	-	-	-	-	

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Project Name	2019/20 CAPITAL BUDGET	2019/20 CAPITAL BUDGET	Internal Budget Transfers	Rate Budget Adjust	RATE C'Over B'Fwd 2021	GRANTS Adjust to 2019/20	GRANTS Adjust to 2020/21	RESERVE Adjust to 2019/20	RESERVE Adjust to 2020/21	Description	DRAFT	GRANTS & CONTRIBS.	Grants Received Prior to 2019/20	RESERVE FUNDS	COUNCIL RATE	
N0117	Traffic Management Improvement Programs	670,000	484,858									484,858	-	-	484,858	
N0958	TM - Parkdale LATM (\$65k VicRoads)	-	1,829									1,829	13,000	-	(11,171)	
SUBTOTAL GOAL 4:		10,512,000	14,826,272	-	(125,351)	(4,034,000)	-	-	-	-	-	10,666,921	961,000	-	3,186,978	6,618,943
5- Our well governed and responsive organisation																
A responsive and well-managed organisation (5.4)																
541-Municipal Operations																
C0011	Vehicles, Plant & Equipment Replacement (Operational Areas)	300,000	560,000									560,000	-	-	560,000	
C0533	1230 Nepean Hwy - Ground Floor Reception and Chamber	750,000	750,000			(675,000)				VR032- \$675K C'Over to 2021 for works post election		75,000	-	-	75,000	
C0534	1230 Nepean Hwy - Other levels Re-desking	250,000	250,000	140,000						VR009- Transfer \$140,000 from N0509 Note potential further \$82,000 from 2204 2424 TBC		390,000	-	-	390,000	
C0335	1230 Nepean Hwy - Backup Generator	-	-									-	-	-	-	
N0506	Mentone Offices Refurbishment	-	-									-	-	-	-	
N0509	1230 Nepean Hwy - Programmed Renewal Works	209,000	177,222	(170,000)						VR009 - Transfer \$140,000 to C0534 VR017 - \$30,000 Transfer to N0795 Oakleigh Room as per 28 Oct Council Report		7,222	-	-	7,222	
N0795	1230 Nepean Highway - Oakleigh Room : Works to Balcony and	380,000	380,000	170,000						VR017 - \$170,000 Transfer from various as per 28 Oct Council report		590,000	-	-	590,000	
542-NEW DEPOT DEVELOPMENT																
C0017	Garden Blvd Depot - Development	3,700,000	3,019,884		490,545					VR025- Admin correction \$490,545 returned		3,510,429	-	-	3,510,429	
543-Community Facilities Renewal																
C0315	Advanced Project Design & Feasibility Budget	100,000	100,000									100,000	-	-	100,000	
C0469	Bonbeach Basketball Stadium - Air Conditioning	-	-			(100,000)						-	-	-	-	
C0535	Major Community Facilities Advanced Design Feasibility & Sco	300,000	300,000							VR033- \$100k C'Over for contained works in 2021		200,000	-	-	200,000	
C0603	DDA Compliance - Scout and Guide Halls	-	-	350,000						VR073 Transfer \$350k as per 23 Sept Council Report		350,000	-	-	350,000	
N0024	Heating Ventilation and Cooling System Renewals & Upgrades	175,000	134,175	(50,000)						VR017 - \$50,000 Transfer to N0795 Oakleigh Room as per 28 Oct Council Report		84,175	-	-	84,175	
N0025	Floor Coverings Renewal Program	150,000	150,000									150,000	-	-	150,000	
N0026	Kitchen & Toilets Renewal Program	150,000	129,153	(50,000)						VR017 - \$50,000 Transfer to N0795 Oakleigh Room as per 28 Oct Council Report		79,153	-	-	79,153	
N0027	Renewal Program identified from condition audit	1,184,501	1,184,501	(440,014)						VR022- \$50,014 Transfer to N0793 VR026- \$40,000 transfer to C0512 VR073 Transfer \$350k as per 23 Sept Council Report		744,487	-	-	744,487	
N0028	Disability Audit Compliance - Building Upgrades	250,000	250,000									250,000	-	-	250,000	
N0030	Building OH&S Improvements	120,000	120,000									120,000	-	-	120,000	
N0547	81 Albert Rd Hall - Preservation Works	-	-									-	-	-	-	
N0793	Fire Hydrant Upgrades/Installations	-	27,407	50,014						VR022- \$50,014 Transfer from N0027		77,421	-	-	77,421	
N0984	Mordialloc Precinct Utilisation Study	50,000	50,000									50,000	-	-	50,000	
543D-Buildings Demolition Program																
C0316	Building Demolitions Programme	150,000	150,000									150,000	-	-	150,000	
544-Corporate Systems																
C0060	Desktop Fleet - PC's and Notebooks	200,000	200,000									200,000	-	-	200,000	
C0061	System Security	65,000	65,000									65,000	-	-	65,000	
C0062	Communications	70,000	70,000									70,000	-	-	70,000	
C0064	Phone Projects	70,000	105,000									105,000	-	-	105,000	
C0068	Asset Management System - Development & Support	50,000	50,000	60,000						VR067- \$60k Transfer from N0795		110,000	-	-	110,000	
N0154	IS Strategy Implementation	180,000	180,000									180,000	-	-	180,000	
N0155	Corporate Information	50,000	50,000									50,000	-	-	50,000	
N0156	Corporate Systems	400,000	400,000			(200,000)				VR041- \$200,000 C'Over		200,000	-	-	200,000	
N0775	Asset Management Systems - Operational Function	-	60,000	(60,000)						VR067- \$60k Transfer to C0068		-	-	-	-	
N0971	Hardware and Cloud Transition	1,040,000	1,195,000		(445,000)	(200,000)				VR039- \$445,000 Declared Savings VR040- \$200,000 C'Over		590,000	-	-	590,000	
N1044	Mobile Work Order Solution	300,000	300,000									300,000	-	-	300,000	
SUBTOTAL GOAL 5:		10,643,501	10,407,342	-	45,545	(1,175,000)	-	-	-	-	-	9,277,887	-	-	9,277,887	
TOTAL - CAPITAL WORKS PROGRAM 2019/20		81,656,430	88,674,835	-	(663,242)	(4,135,023)	424,345	(2,506,500)	(44,866)	(815,000)	-	80,934,549	8,861,587	1,721,857	12,433,261	57,917,844
		TRUE	TRUE			(4,738,265)		(2,082,155)		(899,866)		TRUE	TRUE	TRUE	TRUE	

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.4

CON-19/151 CHELSEA ROAD (DRINAN ROAD TO BEARDSWORTH AVENUE), CHELSEA ROAD RECONSTRUCTION

Contact Officer: Brian McNamara, Senior Asset Management Analyst

Purpose of Report

This report seeks Council's approval to accept tenders for Contract No. 19/151 – Chelsea Road, (Drinan Road to Beardsworth Avenue), Chelsea Road Reconstruction. It is proposed that CDN Constructors Pty Ltd be accepted as the preferred tenderer for this contract based on their submitted tender of \$2,651,411.74 ex GST.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That:

1. Council delegate authority to the CEO to award Contract No. 19/151 Chelsea Road (Drinan Road to Beardsworth Avenue), Chelsea Road Reconstruction on a Lump Sum basis to CDN Constructors Pty Ltd for the tendered price of \$2,651,411.74 ex GST; and;
2. Council approve the allocation of a separate contingency allowance as set out in the attached confidential appendix and delegate authority to the CEO, or nominee, to expend this allowance to ensure the successful completion of the project.

1. Executive Summary

Officers have evaluated tender submissions received for Contract No. 19/151 and have ranked CDN Constructors Pty Ltd as the highest scoring tenderer. This ranking has been arrived at after scoring of financial factors and company capabilities.

Council's estimate for this contract was \$2.45M. The recommended tender price, despite being higher than this figure, is consistent with the expected range of tender prices given the current volatility in the construction tendering market. As the recommended tenderer has passed financial viability checks and has extensive history in the construction industry, they are deemed to be capable of successfully delivering the specified works for the submitted tender price.

2. Background

Chelsea Road is very flat with issues caused by water sitting on the road pavement and along the kerb and channel. The existing asphalt road pavement which has large cracks and general unevenness affecting serviceability for road users. Works under this contract include the following:

- Reconstruct 356 metres of road pavement in Chelsea Road between Drinan Road and Beardsworth Avenue.
- Upgrade the drainage system along Chelsea Road to current standards. This will involve twin 1350mm drainage pipes and minor drainage in the range of 225mm to 375mm and associated pits.
- The replacement of all kerb and channel, vehicle crossings and the footpath in Chelsea Road.

3. Discussion

3.1 Council Plan Alignment

Goal 1 - Our well-planned, liveable city supported by infrastructure to meet future needs

Direction 1.3 - Infrastructure and property investment for a functional city now and into the future

Works covered by Contract No. 19/151 have been identified by Council officers as necessary to sustain Council road and drainage infrastructure in the vicinity of Chelsea Road, Chelsea.

3.2 Consultation/Internal Review

The project concept covered by Contract No. 19/151 was driven by community input and feedback and then followed up by the engineering design team. This resulted in project progression to the detailed design and tendering stages

3.3 Operation and Strategic Issues

Road assets to be replaced and upgraded as part of this contract form part of the network required by the local community. As such, renewing these assets will reduce maintenance costs and provide residents with a satisfactory level of service.

LXRP Co-ordination

LXRP track works are not planned for commencement in the Chelsea area until early 2021. While there will be preparatory activities such as tree removal and service relocation in Station Street, these will not conflict with Council's proposed works at the far end of Chelsea Rd from Drinan Street to Beardsworth Avenue which are to be completed before end 2020. LXRP do not plan to use Chelsea Road for vehicle routing.

3.4 Tender Evaluation

Prices were sought by Advertised Public Tender with tenders closing on Thursday, 16 January 2020, at 2:00PM.

A total of Five tenders were received and evaluated by a Tender Evaluation Panel, consisting of Emad Nashed, Construction Engineer, Chang Wuol, Construction Engineer and Roshan Khanal, Senior Development Engineer. Procurement procedures were followed in line with advice received from Council's procurement department for previous "standard" road contracts for a similar value.

Tender evaluation for contract 19/151 was undertaken by a two-stage tender evaluation method which resulted in a shortlist of 2 tenderers after an initial assessment.

Two tenderers in the shortlist were subjected to a detailed evaluation. Appendix 1 includes a breakdown of the scoring for the preliminary and detailed evaluations.

The detailed evaluation involved scoring tenderers against the following criterion:

- Occupational health and safety and certifications Mandatory (PASS/FAIL) criteria
- Financial Capacity of organisation / business (PASS/FAIL) criteria
- Tender price
- Experience and past performance
- Ability to meet set time constraints
- Construction Methodology
- Company and sub-contractor's Resourcing

Scoring for CDN Constructors Pty Ltd was derived after conducting interview and detailed analysis of their tender submission. CDN Constructors Pty Ltd has a long company history with an extensive list of successfully completed drainage and road reconstruction projects with local government and City of Kingston.

CDN Constructors Pty Ltd obtained the highest overall score in the detailed evaluation. It is appropriate that CDN Constructors Pty Ltd be the recommended tenderer for this project.

3.5 Additional Project Costs

In addition to the contract sum to be awarded, it is recommended that council approve a contingency allowance of 10% of the contract sum to cover unexpected project variations. It is prudent to allow for variations of this magnitude as it is not possible to fully predict subsurface ground conditions and service authority asset locations prior to commencement of excavation works. This allowance is standard for projects of this nature.

3.6 Occupational Health and Safety

As per the attached (Appendix 3) Council's Risk and Safety team has approved CDN Constructors Pty Ltd OH&S system as Rapid Compliant.

4. Conclusion

CDN Constructors Pty Ltd, is recommended as the preferred tenderer for the road works and therefore it is recommended that the Council award Contract No. 19/151 – Chelsea Road (Drinan Road to Beardsworth Avenue), Chelsea Road Reconstruction to CDN Constructors.

4.1 Environmental Implications

Environmental impacts during construction of these works will be minimised due to measures put in place for controlling stormwater runoff quality, including silt barriers and straw bales. The outcome of the works will alleviate significant drainage issue in the area

4.2 Social Implications

The proposed works provide a solution to the road safety, footpath and drainage problems experienced by the residents in the vicinity of Chelsea Road, Chelsea. Given the nature of the construction there will be some inconvenience during the works which are typical of a large road reconstruction contract such as this one. Staging of the works will minimise community disruption as much as possible.

4.3 Resource Implications

The submitted price from the preferred tenderer is within the engineering estimate range. This project will be funded from N1000 RD-Chelsea Road, Chelsea (Drinan Road to Beardsworth Avenue) \$2.7M is allocated within the Road Renewal Program over 2019/20 and 2020/21.

4.4 Legal / Risk Implications

For the subject contact the preferred tenderer represents the best outcome to council in terms of value for money and level of risk.

Appendices

Appendix 1 - CON-19/151 Evaluation Matrix - Chelsea Road Chelsea Road Reconstruction (Ref 20/38575) - Confidential

Appendix 2 - Chelsea Road, Chelsea Road Reconstruction - Face Sheet of Drawing K6249 (Ref 20/19134)  [↓](#)

Appendix 3 - OH&S Assessment for Tender for CDN Constructors Pty Ltd Rapid - 14 Sept 2018 (Ref 20/37921)  [↓](#)

Author/s: Brian McNamara, Senior Asset Management Analyst
Reviewed and Approved By: Rachele Quattrocchi, Manager Infrastructure
Bridget Draper, General Manager City Assets and Environment

10.4

CON-19/151 CHELSEA ROAD (DRINAN ROAD TO BEARDSWORTH AVENUE), CHELSEA ROAD RECONSTRUCTION

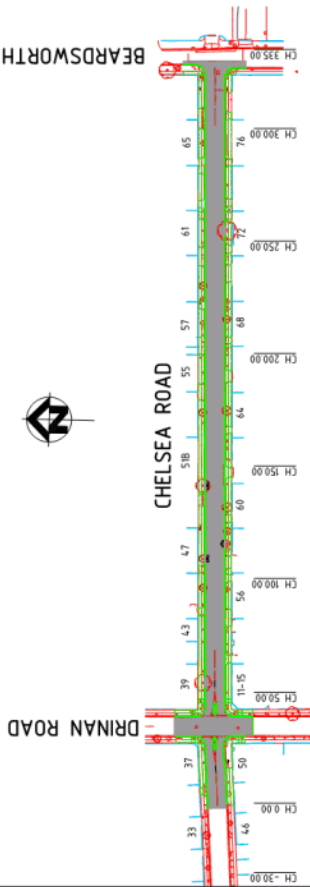
- 1 Chelsea Road, Chelsea Road Reconstruction - Face Sheet of
Drawing K6249..... 413
- 2 OH&S Assessment for Tender for CDN Constructors Pty Ltd
Rapid - 14 Sept 2018..... 415

CHELSEA ROAD, CHELSEA ROAD RECONSTRUCTION & DRAINAGE IMPROVEMENTS



LOCALITY PLAN
NOT TO SCALE
MELBURNS REFERENCE MAP 93 C2

BEARDSWORTH AVENUE



DRAWING LIST

SHEET 1	COVER SHEET
SHEET 2	GENERAL NOTES, TYPICAL CROSS SECTIONS & DETAILS
SHEET 3	TYPICAL DETAILS
SHEET 4	PIPE BACKFILL DETAILS
SHEET 5	TYPICAL SECTIONS & DETAILS
SHEET 6	PAVEMENT DETAILS
SHEET 7	PAVEMENT DETAILS
SHEET 8	ALIGNMENT SETOUT
SHEET 9	DETAIL PLAN & LONGITUDINAL SECTION CH -5.00 - CH 10.00
SHEET 10	DETAIL PLAN & LONGITUDINAL SECTION CH 10.00 - CH 225.00
SHEET 11	DETAIL PLAN & LONGITUDINAL SECTION CH 225.00 - CH 335.00
SHEET 12	CROSS SECTIONS CH 5.00 - CH 55.00
SHEET 13	CROSS SECTIONS CH 60.00 - CH 100.00
SHEET 14	CROSS SECTIONS CH 105.00 - CH 130.00
SHEET 15	CROSS SECTIONS CH 135.00 - CH 175.00
SHEET 16	CROSS SECTIONS CH 175.00 - CH 210.00
SHEET 17	CROSS SECTIONS CH 215.00 - CH 250.00
SHEET 18	CROSS SECTIONS CH 255.00 - CH 285.00
SHEET 19	CROSS SECTIONS CH 290.00 - CH 322.47
SHEET 20	INTERSECTION DETAIL PLAN CHELSEA ROAD - DRINAN ROAD
SHEET 21	CHELSEA ROAD - DRINAN ROAD - HERB RETURNS
SHEET 22	SETOUT DETAILS CHELSEA ROAD - DRINAN ROAD
SHEET 23	INTERSECTION DETAIL PLAN CHELSEA ROAD - BEARDSWORTH AVENUE
SHEET 24	DRAINAGE LONGITUDINAL SECTIONS
SHEET 25	DRAINAGE LONGITUDINAL SECTIONS
SHEET 26	DRAINAGE LONGITUDINAL SECTIONS
SHEET 27	DRAINAGE LONGITUDINAL SECTIONS
SHEET 28	DRAINAGE LONGITUDINAL SECTIONS
SHEET 29	DRAINAGE LONGITUDINAL SECTIONS
SHEET 30	DRAINAGE LONGITUDINAL SECTIONS
SHEET 31	DRAINAGE LONGITUDINAL SECTIONS
SHEET 32	DRAINAGE LONGITUDINAL SECTIONS
SHEET 33	DRAINAGE PIT SCHEDULE
SHEET 34	DRAINAGE PIT SCHEDULE
SHEET 35	TYPICAL JUNCTION PIT DETAIL
SHEET 36	PUMP PIT DETAILS
SHEET 37	LINEMARKING & SIGNAGE PLAN
SHEET 38	FEATURE FOOTPATH DETAIL OUTSIDE NO. 50

WARNING
BEWARE OF UNDERGROUND SERVICES AND OVERHEAD POWERLINES
THE LOCATION OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION MUST BE PROVEN ON SITE. OVERHEAD WIRES NOT SHOWN ON PLANS.

NOTE
TRAFFIC MANAGEMENT
CONTRACTOR TO SUBMIT TRAFFIC MANAGEMENT PLAN WITH "APPLICATION FOR APPROVAL OF TRAFFIC MANAGEMENT PLAN". REFER TO ATTACHED TENDER DOCUMENTS.

IMPORTANT
PROPOSED PRAIR CROSSING AND FOOTPATH LEVELS MUST BE SET CORRECTLY TO ENSURE O.D.A. COMPATIBILITY. LEVELS TO BE SET IN ACCORDANCE WITH THE CROSSING DESIGNING LEVELS. CONTRACTORS TIME AND EXPENSE.

ASBESTOS
DRAINAGE PIPES, WATER PIPES, TELSTRA CONDUITS AND PITS CONTAINING ASBESTOS ARE LIKELY TO BE PRESENT IN THE VICINITY OF THESE WORKS. ANY WORKS WITHIN THE VICINITY OF THESE ASSETS MUST BE CARRIED OUT IN ACCORDANCE WITH COMPANY ASBESTOS HANDLING PROCEDURES.

ASBESTOS PITS
WHERE ASBESTOS TELSTRA PITS ARE NOT BEING ALTERED, CARE MUST BE TAKEN TO PROTECT THE PITS FROM DAMAGE THROUGHOUT THE DURATION OF THE CONSTRUCTION PERIOD.



DATE	A.I.D.
DESIGNED	CRE
DRAWN	CRE2339
FILE NO.	185/A100
DRAWING NUMBER	K6249
SHEET	1 OF 38

**CHELSEA ROAD, CHELSEA
ROAD RECONSTRUCTION & DRAINAGE IMPROVEMENTS
FACE SHEET**

City of KINGSTON
1530 NEPEAN HWY CHELTENHAM 3192
PH: 9300 653 354
PO BOX 9000 MENTONE VICTORIA 3194

LEGEND

EXISTING MAIN PIT	PROPOSED DRAIN
EXISTING K & CH	PROPOSED K & CH
EXISTING HOUSE DRAIN	PROPOSED HOUSE DRAIN
EXISTING DRAIN	PROPOSED DRAIN
EXISTING TELSTRA PIT	PROPOSED TELSTRA PIT
EXISTING FIRE HYDRANT	PROPOSED FIRE HYDRANT
EXISTING ELEC. POLE	PROPOSED ELEC. POLE
EXISTING ELEC. CABLE	PROPOSED ELEC. CABLE
EXISTING GAS MAIN	PROPOSED GAS MAIN
EXISTING WATER MAIN	PROPOSED WATER MAIN
EXISTING TELSTRA CABLE	PROPOSED TELSTRA CABLE
EXISTING HOUSE DRAIN	PROPOSED HOUSE DRAIN
EXISTING DRAIN	PROPOSED DRAIN

REV.	DATE	CREATED	REVISION
E			
D			
C	2/28/19	D.S.	ISSUED FOR CONSTRUCTION
B	10/27/18	D.S.	ISSUED FOR CONSTRUCTION
A			



Certificate of Compliance

CDN Constructors Pty Ltd

Have been assessed and deemed Compliant as a Level 1 Contractor in Kingston's OHS Contractor management system.

Date: Friday, 14 September 2018

(This assessment remains valid for a period not exceeding 2 years from the issue date.)

Certification will be suspended upon the expiry of Insurance Policies, Licences and Certification documents.

Repeated or serious safety breaches may lead to the cancellation of this certification.

Compliance to Level 1 allows the contractor to undertake tasks assessed as High Risk Construction, Extreme, High, Medium and Low Risk

community inspired leadership



Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.5

FUTURE USE OF 42 FLORENCE STREET, MENTONE

Contact Officer: Michael Major, Property Services Coordinator

Purpose of Report

To determine the optimum short to medium term future use of 42 Florence Street, Mentone following the recent departure of the Commonwealth of Australia (tenant).

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Seek to lease the building in an arms-length transaction on commercial terms for an initial lease term of up to 5 years including options;
2. Appoint a commercial estate agent to identify a qualified commercial tenant; and
3. Receive a further report once a tenant has been identified seeking authorisation to publish a notice in accordance with Section 190 of the Local Government Act 1989 advising of Council's intention to enter into a lease subject to the rental being equal to or in excess of \$50,000 per annum.

1. Executive Summary

42 Florence Street, Mentone ("the building") enjoys a prominent frontage to the southern side of Florence Street, north of Brindisi Street, within the Mentone Activity Centre. The building comprises an older style, circa 1970's part two storey building comprising partitioned office accommodation. The building boasts a gross lettable area of approximately 225 square metres.

Accommodation on the ground floor comprises reception area, partitioned and open plan office accommodation including a former strong room (housing a compactus). An external courtyard is located at the rear of the building. Three designated on grade car spaces forming part of the larger public parking area were allocated to the former tenancy.

Accommodation on the first floor incorporates a staff room, female and male amenities and store room.

Although dated in its appearance, the overall standard of office accommodation is considered good.

The property is zoned "Activity Centre" pursuant to the Kingston planning Scheme.

Immediate future uses include:

- Lease the property to a third party on commercial terms
- Divest the property by way of public auction, EOI or private treaty
- Identify a Council Community Group to utilise the property in the short to medium term
- Demolish the improvements and consolidate the holding into the abutting Council owned car park

2. Background

42 Florence Street, Mentone was purchased by Council in 1996 and accommodated Kingston's Local Laws Department for approximately nine years. Following the departure of Local Laws, Council entered into a lease with the Commonwealth of Australia on 1 November 2005 for an initial term of five (5) years.



Following a series of lease renewals, the most recent being executed as at 1 January 2018 (three (3) year term), the then Member of the Senate for the Federal Electorate, Senator Mitch Fifield, ceased to represent the Electorate. As a result, a Surrender Notice was served and the lease ceased as at 17 January 2020.

Council are now in possession of the property.

3. Discussion

3.1 Council Plan Alignment

Goal 1 - Our well-planned, liveable city supported by infrastructure to meet future needs
Direction 1.3 - Infrastructure and property investment for a functional city now and into the future

By retaining and leasing 42 Florence Street on commercial terms, the revenue generated can be applied towards future capacity of Council. In the medium to longer term, the asset could be demolished, enhanced or consolidated as part of a future development/master plan for Council's assets located on the southern side of Florence Street, Mentone.

3.2 Consultation/Internal Review

In considering the potential future use options for 42 Florence Street, Mentone, advice has been sought from Kingston's City Strategy Department. Officers are advised that there are no immediate to medium term plans (5 to 10 years) for the redevelopment of the southern side of Florence Street and that a commercial use of the building would be supported.

Following internal discussions with Community Facilities & Partnerships / Libraries and Education, a Council Community Group could not be identified to utilise the building in its current form.

Consultation with Nichols Crowder Commercial/Industrial estate agents provided a market overview and direction advice from a leasing/sale perspective.

3.3 Operation and Strategic Issues

3.3.1 Strategic Land Holding

The property is a strategic piece of the larger Mentone Activity Centre in terms of its' island location, abuttal to an extensive Council owned car park and prominent position on the southern side of Florence Street. Although not already identified for a specific future Council use, the options are favorable in terms of potential consolidation and/or redevelopment.

The land is an important parcel to enable any future redevelopment of the significant Council landholding in Mentone.

3.3.2 Building Condition

The overall standard of accommodation is good and the building still offers a level of commercial utility.

The floor plan is not ideally suited to community use as the amenities (female and male toilets) and lunchroom/kitchenette are located on the first floor only, which will not satisfy universal access requirements.

3.4 Options

3.4.1 Lease

Lease the property in an arms-length transaction on commercial terms. This is the recommended option.

This option is supported as it generates an income for Council and avoids functional obsolescence and anti-social behaviors normally associated with vacant buildings.

Based upon external advice, it is considered that an achievable current market rent for the property to be in the vicinity of \$50,000 - \$55,000 plus GST per annum.

It is noted that pursuant to the Retail Leases Act 2003, a first time retail tenant is entitled to a minimum lease term of up to five (5) years including further terms.

3.4.2 Sell

Divest the asset by way of public auction, EOI or private treaty

If offered for sale in the current market, the property would be favorably sought by owner occupiers, investors and/or developers. Disposal of the asset would provide an immediate capital injection into consolidated revenue. This option is not supported due to the strategic nature of the property and the medium to long term probability that the site will form part of a larger overall Master Plan for the precinct.

A sale would unnecessarily limit a future redevelopment of Council's significant adjoining and adjacent landholdings for limited immediate gain.

3.4.3 Community Use

Identify a Council Community Group to utilize the property.

The Mentone Activity Centre and surrounding precinct offers a diverse range of community facilities that include, but not limited to, Mentone Community Assistance and Information Bureau, Mentone Public Library, Mentone Life Saving Club and Mentone Mordialloc Art Group. The newly constructed Mentone Pavilion situated at 11 Venice Street, Mentone has the capacity to accommodate additional community uses should there be a demonstrated requirement.

The major limitation with this option is that internal modifications to the building floor plan may be required to provide a functional space for the wider community as the existing fit out is conducive to office accommodation only.

A major drawback from a community use prospective is the fact that the female and male amenities are located on the first floor of the building only. In order to achieve Disability Discrimination Act 1992 (DDA) compliance (installation of a lift), significant investment by Council in the vicinity of \$200,000 to \$250,000 would be required to make the building DDA accessible.

3.4.4 Demolish

Demolish the improvements and consolidate the property into the abutting Council owned car park.

Consultation with Kingston's Community Buildings Department estimates the capital cost to demolish the improvements would be in the vicinity of \$75,000 ex GST.

Further consultation with Kingston's Engineering Department indicates that the cost to revert the land to car parking is estimated to be approximately \$60,000 GST inclusive, in addition to the \$75,000 for demolition. This estimate assumes no adverse environmental issues. The net gain in additional car spaces would be approximately nine (9). A copy of the Engineers Estimate is attached hereto in Appendix 2.

In the current context, the abutting Council owned car park servicing the activity centre is considered adequate. Demolition of the improvements is not supported as it has the capacity to generate revenue and any gain in parking would be relatively minor.

4. Conclusion

4.1 Environmental Implications

Nil

4.2 Social Implications

The property could be used for community groups, if there was a demonstrated need, however would require significant modification to ensure DDA compliance (installation of a lift).

4.3 Resource Implications

The potential rental income from the property is in the vicinity of \$50,000 to \$55,000 plus GST per annum.

The leasing of the property and subsequent long-term hold of the asset is considered an investment into the future capacity of Council. The versatile and strategic nature of the property and excellent amenity provides flexibility of use as an investment vehicle for future cashflows or an option for a Council Community Group to utilize. The asset could also be enhanced or consolidated as part of a future Council development of the precinct.

4.4 Legal / Risk Implications


Legal and/or risk implications are considered marginal as the property boasts excellent public amenity to transport services (bus and rail), strip shopping and is amongst a backdrop of high profile secondary educational facilities, prime factors that support sound property investment.


The Mentone Activity Centre, although adversely impacted by the upgrade to the Mentone Railway Station in the short term, is relatively stable with a balanced tenancy mix, limited retail vacancies and strong patronage to the Activity Centre.

Due to the stand-alone nature, modest streetscape appeal and level of capital injection required to establish a contemporary retail/office fit out, risks associated with a medium term let up period exists (estimated at between 3-6 months). Consideration of incentivised lease terms including rental abatement may need to be considered.

Risk to Council can be controlled through the terms and conditions of the lease agreement, namely length of lease, assessed rental and Lessor's expectations. Due diligence on a prospective tenant prior to formalising a formal agreement can mitigate risk.

Appendices

Appendix 1 - Surrender Notice - 42 Florence Street Mentone (Ref 19/256485)  [↓](#)

Appendix 2 - Engineers Estimate Car Park Construction 42 Florence Street, Mentone
(Ref 20/39217)  [↓](#)

Author/s: Michael Major, Property Services Coordinator
Reviewed and Approved By: Julian Harvey, Manager Property and Arts
Bridget Draper, General Manager City Assets and Environment

10.5

FUTURE USE OF 42 FLORENCE STREET, MENTONE

1	Surrender Notice - 42 Florence Street Mentone.....	425
2	Engineers Estimate Car Park Construction 42 Florence Street, Mentone.....	427



Our ref. 19007948

15 October 2019

Kingston City Council
ABN 80 640 377 247

care of
City of Kingston
PO Box 1000
MENTONE VIC 3194

Attn: Antoinette Cesario

By pre-paid mail

Dear Ms Cesario

Surrender Notice: 42 Florence Street, Mentone, Victoria

We act as solicitor for the Commonwealth of Australia (**Tenant**) and refer to the deed in relation to grant of lease at 42 Florence Street, Mentone, Victoria (**Premises**) between Kingston City Council ABN 80 640 377 247 (**Landlord**) and the Tenant dated 3 September 2018 (**Deed**).

We are instructed that during the Term, the person holding the position of Member of the Senate for the Federal electorate in which the Premises are located has ceased to represent that electorate (see cl 8.1.1.a of the lease between the Landlord and the Tenant dated 10 October 2012 (**Lease**) which forms part of Annexure A to the Deed).

Accordingly, on behalf of the Tenant, we give this Surrender Notice to you that the Tenant intends to surrender to the Landlord the Premises on 17 January 2020 (**Surrender Date**) pursuant to clause 8 of the Lease in Annexure A to the Deed.

We confirm that the Tenant is not required to make good the Premises but may choose to remove any of its Fittings and Tenant's Alterations (see clause 18 of the Lease in Annexure A to the Deed).

If you have any questions please contact the Tenant's agent, Joel Rauer of JLL on 0439 500 160.

Yours sincerely

Brooke Reece
Senior Lawyer
T 08 9268 1172
brooke.reece@ags.gov.au

Australian Government Solicitor
Level 21, Exchange Tower
2 The Esplanade Perth WA 6000
GPO Box U1994 Perth WA 6845
T 08 9268 1199 F 08 9268 1196 DX 122 Perth
www.ags.gov.au

Canberra
Sydney
Melbourne
Brisbane
Perth
Adelaide
Hobart
Darwin

CITY OF KINGSTON

17 OCT 2019

PERMANENT
 1 - 2 YEARS
 3 - 10 YEARS
 11 - 35 YEARS

**ENGINEERS ESTIMATE
Car Park Construction
42 Florence St Mentone**

PAGE No.

DRAWING No.

FILE No

ITEM No	QTY	DESCRIPTION	RATE	AMOUNT
1	311.00 m2	Site excavation including boxing of carpark	20.00	6,220.00
2	30.00 m	Kerb & channel BK1 / Floodish including Cement treated crushed rock base	85.00	2,550.00
3	5.00 m	Barrier Kerb BK2 including Cement treated crushed rock base	60.00	300.00
4	280.00 m2	Carpark paving - 150mm depth of Class 2, 20mm Nom. crushed rock	28.00	7,840.00
5	280.00 m2	Carpark paving - 40mm depth of size 14 nom. Asphalt	30.00	8,400.00
6	31.00 m2	150mm Concrete vehicle crossing & footpath	100.00	3,100.00
7	item	Linemarking	1500.00	1,500.00
8	1.00 No	Grate pit fit Bike safe grate cover	1200.00	1,200.00
9	item	Locate property sewer boundary trap, bring to surface & fit cast iron cover.	1000.00	1,000.00
10	40.00 No	AG's Provisional Quantity	35.00	1,400.00
11	280.00 m2	Geotextile fabric placed prior to base course rock Provisional Quantity	15.00	4,200.00
13	item	site fencing	5000.00	5,000.00
14	item	Traffic management	10000.00	10,000.00
12	item	Design	1800.00	1,800.00
			sub total	54,510.00
		CONTINGENCIES	10%	5,451.00
			TOTAL	\$59,961.00

COMPILED BY P.N.DACK
11-Feb-20

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.6

UPDATE ON ACTIONS IN RESPONSE TO COUNCIL RESOLUTION 28 OCTOBER, 2019 - WEED KILLER

Contact Officer: Tony Collins, Team Leader Parks

Purpose of Report

The purpose of this report is to update Council regarding actions relating to ceasing the use of glyphosate in response to Council resolution from October 2019 Ordinary meeting.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council note progress on the implementation of the Council resolution from October 2019.

1. Executive Summary

At the 28 October 2019 Ordinary Meeting, Council resolved the following:

That Council:

- 1. Cease the use of Local Safe to control weeds in Council's playgrounds. In areas where Local Safe has been used, glyphosate will not be used;*
- 2. Commence using social enterprise organisations to undertake hand weeding in Council's playgrounds;*
- 3. Immediately reduce the use of glyphosate through improved practices and use of alternate products and continue to reduce glyphosate through contract renewal processes phasing out completely by 2020, where contractually possible and by agreement;*
- 4. Refer any requirement for additional funding for alternative weed control mechanisms to the mid-year budget review; and*
- 5. Continue to monitor advice from Government regulatory reviews and advice from Australian Pesticides and Veterinary Medicines Authority;*
- 6. Determine that no further contracts or agreements are to occur where glyphosate is being used.*

CARRIED

Following this resolution of Council, Officers have undertaken a range of actions to implement Council's resolution to cease the use of glyphosate as well as ensuring the required maintenance of Council open space areas continues through the use of alternative methods for weed control.

Actions taken by Officers to implement the resolution included:

- Engaging social enterprises to undertake hand weeding in Council's playgrounds;
- Ceasing the use of glyphosate by staff and contractors (other than Open Space Mowing Contract);
- Submitting alternative weed control initiatives as part of the 2020/21 budget process;
- Continue to seek out Industry information regarding best practise in relation to alternative weed control options;
- Joined MAV glyphosate alternatives / weed control working group; and
- Signed up to be part of a MAV/Deakin University trial looking at viable alternative herbicides to glyphosate.

While Officers are implementing the Council resolution regarding ceasing the use of glyphosate, there is a likelihood of increased costs to Council as well as a risk that weeds will increase throughout Council's open space areas until a viable alternative weed treatment is confirmed.

The actions undertaken so far in 2019/20 are estimated to cost \$500,000 more than budgeted for weed management. The cost implication in the 2020/21 budget is estimated at \$1.1M, with the Open Space Mowing contract and works by Melbourne Water around Patterson Lakes yet to be resolved and fully costed. Once these two contracts are updated, the total cost of ceasing to use glyphosate is expected to be in the order of \$3M per annum. To reduce this potential cost increase, Council may consider allowing an increase in weed cover throughout open space areas which would reduce the financial impact. However, this is likely to result in an increase in complaints from the community.

2. Background

In line with Council's resolution from the June 2017 Ordinary meeting, Officers commenced the trial of a herbicide called Local Safe in December 2017 on Council's 114 playgrounds, to replace the use of glyphosate. The objective of the trial was to determine the effectiveness of Local Safe in comparison to glyphosate. At the end of this trial, it was evident that while weeds were controlled by this chemical when used on an increased frequency, there were safety issues associated with its use and the amount of Local Safe required to be used was significantly more than if glyphosate was used impacting on costs for the treatment program and resulting in an increase in chemical residue in the environment.

A further report from Officers in October 2019 sought direction from Council regarding the continuation of the trial of Local Safe as well as guidance with consideration to weed control in Kingston's open space areas.

At the 28 October 2019 Ordinary Meeting, Council resolved the following:

That Council:

- 1. Cease the use of Local Safe to control weeds in Council's playgrounds. In areas where Local Safe has been used, glyphosate will not be used;*
- 2. Commence using social enterprise organisations to undertake hand weeding in Council's playgrounds;*
- 3. Immediately reduce the use of glyphosate through improved practices and use of alternate products and continue to reduce glyphosate through contract renewal processes phasing out completely by 2020, where contractually possible and by agreement;*
- 4. Refer any requirement for additional funding for alternative weed control mechanisms to the mid-year budget review; and*

5. Continue to monitor advice from Government regulatory reviews and advice from Australian Pesticides and Veterinary Medicines Authority;
6. Determine that no further contracts or agreements are to occur where glyphosate is being used.

CARRIED

Since this resolution of Council, Officers have advised in-house staff and relevant contractors of this decision and undertaken key steps to ensure implementation while considering alternative effective weed management options. These steps are covered in **3.3 Operation and Strategic Issues**.

3. Discussion

3.1 Council Plan Alignment

Goal 2 - Our sustainable green environment with accessible open spaces
Direction 2.2 - Greening Kingston and place making

The actions undertaken by Officers are to implement Council's resolution to cease the use of glyphosate while ensuring weed control practises provide the required maintenance of Council open space areas through the use of alternative methods for weed control.

3.2 Consultation/Internal Review

Following the resolution by Council on 28 October 2019, all relevant staff have been advised of the decision, and directed to cease the use of glyphosate. Key contractors have also been advised of this resolution and all but one of these has ceased the use of glyphosate within existing contracts. The one remaining contract still using glyphosate is the Open Space Mowing Contract. This contract is currently being reviewed with the intent of going to the market later in 2020. The specifications for this revised service will include a clause stating Kingston 'has prohibited the use of glyphosate within the municipality' and that Council is seeking alternative weed control options as part of the new contract. In the interim, negotiations between the Open Space Mowing contract and Council is focused on trialling new and emerging alternative weed treatment options which is reducing the usage of glyphosate.

3.3 Operation and Strategic Issues

This section details actions undertaken to implement the resolution; challenges in implementing the resolution; and potential financial impacts.

3.3.1 Actions to Implement Resolution

Following the Council resolution on 28 October 2019, Officers have undertaken a number of actions to ensure implementation. These include:

1. The use of Local Safe as a weed control treatment in Council playgrounds was immediately ceased.
2. Social enterprises were engaged to undertake hand weeding in Council's playgrounds.
3. As discussed in **3.2 Consultation/Internal Review**, staff and contractors were consulted and advised of the decision to cease the use of glyphosate. All staff and contractors except for one contract have stopped the use of glyphosate within existing contracts. The remaining contract still using glyphosate (Open Space Mowing) is currently under review for re-tendering with the intention to prohibit the future use of glyphosate. This

contractor is reducing their use of glyphosate and trialling alternative methods

4. Officers have submitted a number of additional alternative weed treatments for Council consideration in the current 2020/21 budget process. These alternative treatments include improved practises such as increased planting densities and additional mulching as well as increased hand weeding throughout parks and gardens; alternative products such as new herbicides and the use of steam.
5. Officers have continued to seek out Industry information regarding best practise in relation to alternative weed control options. The Parks team is currently trialling the use of other alternative herbicides to determine effectiveness. Further, additional contract resources have been engaged to reduce increasing weed cover in Council Natural Resource Areas. Kingston has also joined the Municipal Association of Victoria's glyphosate alternatives / weed control working group which is setting up a Deakin University run trial looking at viable alternative herbicides to glyphosate. This trial is scheduled to commence in 2020 with the findings available in 2021.
6. No further contracts have been engaged with the intention to use glyphosate.

3.3.2 Challenges in Implementing Resolution

In implementing the Council resolution to cease the use of glyphosate, Officers have considered current Local Government and open space industry approach to weed control. Currently there is no herbicide available that is as effective at weed control in all open space situations as glyphosate.

In consideration of this, Officers have looked at trialling a number of alternative herbicides, alternative techniques as well as engaging additional resources to undertake hand weeding throughout key Natural Resource Areas and open space sites. Council Officers have also joined the Municipal Association of Victoria's glyphosate alternatives working group which will include a Deakin University run trial looking at viable alternative herbicides to glyphosate. Once the findings from this trial are available in 2021, officers will have more information regarding viable alternative herbicide options.

In the interim, there is a risk that weeds will increase throughout Council's open space areas until an alternative is confirmed, however Officers will continue to minimise this potential increase in weed cover through an integrated approach.

3.3.3 Financial Impacts

Glyphosate remains the most efficient herbicide available for the control of weeds in open space areas. Ceasing the use of glyphosate will have resource implications as it is the most cost-effective weed control method available.

Initial cost estimates indicate that alternative herbicides such as Basta (schedule 5 herbicide) will cost at least 3 times as much as glyphosate-based herbicide.

Where alternative weed techniques such as additional resources for hand weeding or the use of steam are considered more effective treatments, these again will have resource and cost implications for Council.

The actions undertaken so far in 2019/20 are likely to cost \$500,000 more than budgeted for weed management. The cost implication in 2020/21 is estimated at

\$1.1M, see table below, with the Open Space Mowing contract and works by Melbourne Water around Patterson Lakes yet to be resolved.

Currently, Council spends \$2.5M on Open Space Mowing and \$345k on works undertaken by Melbourne Water in Patterson Lakes, per annum. Initial estimates by our Open Space Mowing contractor to use an alternative herbicide indicate a cost increase of \$1.6M p.a. Estimates for Melbourne Water to use alternative weed management practices result in additional costs of \$600,000.

Melbourne Water have not used glyphosate this year and have explored various options for alternative weed management. They have been unable to identify an alternative herbicide that is non-toxic for aquatic animals. They have determined that weed burning is not possible as the appropriate vehicles cannot access the beaches, they have eliminated hand weeding as it presents significant manual handling risks and sand replenishment to suppress weeds is considered too expensive. At this stage they are suggesting steaming of weeds is their best option despite the fact that they can currently only reach 70% of the beaches and the cost would increase by 500%. No agreements for changes of practice are yet in place.

Once these two contracts are updated the total cost of ceasing to use glyphosate is expected to be in the order of \$3M per annum. (refer to the tables below)

To reduce this potential cost increase, Council may consider allowing an increase in weed cover throughout open space areas which would reduce the impact on resources. The Parks Team measures progress in the management of Open Space by monitoring set vegetation targets. These targets are reviewed annually to ensure the resources allocated and maintenance plans established are effective. Council could reduce the area of vegetation managed and revise targets down to reflect an increase in weed cover. If Council chose this approach, it is recommended a significant communications component is included to inform the community why Council has taken this direction.

Table 1. Estimated budget increases for 2020/21

Increased contracts	
Natural Resource Areas – contractor hand weeding and spraying alt. herbicide	\$352,580
Foreshore – contractor hand weeding and spraying alt. herbicide	\$307,023
Street tree establishment – alt. herbicide	\$20,250
Steaming of key horticulture sites	\$112,420
Infrastructure – traffic treatments – alt. herbicide	\$10,300
Hand weeding of playgrounds	\$132,000
Change to internal practices	
Alt. herbicide	\$36,050
Increased mulch and planting	\$154,588
Total	\$1,125,211

Table 2. Estimated additional budget increases for future years

Increased contracts	
Open Space Mowing	\$1,600,000
Patterson Lakes beach maintenance	\$600,000
Total	\$2,200,000

Increased contractor hours are required due to the increased frequency of spraying required for any alternative herbicide or hand weeding to be effective.

Once the proposed alternative herbicide trial is undertaken in conjunction with the Municipal Association of Victoria and Deakin University and the findings from this trial are available, officers will be better informed regarding viable alternative cost-effective weed treatments.

The market is aware of the pressure to move away from use of glyphosate and is working on developing new products and alternative methods. There is some potential that this will reduce the cost implications over time.

4. Conclusion

4.1 Environmental Implications

Ceasing the use of glyphosate and generally reducing the use of chemicals will have a beneficial outcome for the environment. However, it is critical that viable alternative weed control options are adopted by Council to avoid an increase in weed cover which would impact biodiversity particularly in Council's Natural Resource Areas. Once the results of the proposed MAV/Deakin University trial are available, Officers will be better informed regarding viable alternative herbicide options.

4.2 Social Implications

There is significant community concern about the use of glyphosate. Implementation of Council's resolution from October 2019 Ordinary Meeting will address these concerns. However, as there is currently no suitable alternative treatment as effective as glyphosate, there is a risk of increased weed cover with Council reserves with the potential of community concerns regarding this increase. Part of the challenge will be to stop infestation of sportsground surfaces if there is increased weed in the surrounding parkland and to stop kikuyu grass creeping onto playing surfaces.

4.3 Resource Implications

Glyphosate remains the most efficient and cost-effective herbicide available for the control of weeds in open space areas. To address the growth of weeds, proposed additional resources in the form of alternative herbicide or techniques as well as engaging additional contractors will have a financial impact on Council.

The actions undertaken by officers so far in 2019/20 in ceasing the use of glyphosate are estimated to cost \$500,000 more than budgeted for weed management.

The cost implication in the 2020/21 budget is estimated at \$1.1M, with the Open Space Mowing contract and works by Melbourne Water around Patterson Lakes yet to be resolved and fully costed.

Once all contracts are updated to eliminate the use of glyphosate the total cost of ceasing to use glyphosate is expected to be in the order of \$3M per annum.

Not using glyphosate will also have an impact on capital works projects by increasing the cost to convert sportsgrounds from winter grass to summer grass.

4.4 Legal / Risk Implications

There are regulatory requirements to ensure weeds are maintained in public open space such as playgrounds and areas of pedestrian traffic including gravel paths. To implement Council's resolution to cease glyphosate, Officers are currently investigating and implementing a range of alternative herbicides and techniques to address weed growth.

Author/s: Tony Collins, Team Leader Parks
Reviewed and Approved By: David Shepard, Manager Parks and Open Space
Bridget Draper, General Manager City Assets and Environment

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.7

ADOPTION OF CHAIN OF PARKS TRAIL PLANS

Contact Officer: Chris Chambers, Green Wedge Project Coordinator

Purpose of Report

This report seeks Council's endorsement of the Chain of Parks concept plans.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Approves the concept plans for the Chain of Parks to be incorporated into the Green Wedge Management Plan; and
2. Utilises the concept plans for the Chain of Parks as the basis for advocacy to the State Government review of the Sandbelt Open Space Project Development Plan.

1. Executive Summary

The Chain of Parks is a concept identified in the early 1970's which was formalised in 1994 in the *Sandbelt Open Space Project Development Plan* report prepared by Melbourne Parks and Waterways. The development of the Chain of Parks is identified as a priority in the Kingston Green Wedge Management Plan.

Council reviewed the concept plans and resolved at the Ordinary Council Meeting in August 2019 that they would "receive a further report on the draft Chain of Parks trail plans... for further consideration following community consultation."

The plans presented with this report are the concept drawings for the development of the Chain of Parks. It is recommended these plans are approved so that they can be incorporated into the Green Wedge Management Plan and utilised as part of Council's advocacy to the State Government review of the Sandbelt Open Space Project. The delivery of the Chain of Parks trail is subject to a range of factors including rehabilitation of landfill sites and land acquisition by Council and the State Government, as a result the exact timing of delivery is unknown.

2. Background

The Chain of Parks concept was first identified in the early 1970's as a valuable use for the land covered by extractive industry at the time. Since then the mining sites have been converted to landfill which is now also coming to an end. The idea of the Chain of Parks was formalised in the *Sandbelt Open Space Project Development Plan* report developed by Melbourne Parks and Waterways in 1994. This plan identified the core area of 355 hectares which linked Warrigal Road (Karkarook Park) to Braeside Park in Dingley.

The concept of the Chain of Parks and ideas within the *Sandbelt Open Space Project* report are supported within the Kingston Green Wedge Management Plan within the key issues identified in the Vision section of the plan.

At the August 2019 Ordinary Council Meeting Council resolved to:

Receive a further report on the Chain of Parks trail plans (appendices 2 to 8) for further consideration following community consultation.

This report presents the revised plans for adoption.

Concept plans have been developed for the Chain of Parks and consultation with the community and key stakeholders has taken place. These concept plans are in line with the priorities identified in the relevant plans and the feedback from stakeholders.

3. Discussion

3.1 Council Plan Alignment

Goal 2 - Our sustainable green environment with accessible open spaces
Direction 2.2 - Greening Kingston and place making

The proposed plan directly contributes to goals:

2.1.1 Protect and enhance the Green Wedge for future generations by implementing the Kingston Green Wedge Plan with support from a range of strategic partners.

- Delivery of the Chain of Parks project is identified within the Kingston Green Wedge Plan

2.2.2 Create dynamic public spaces that respond to increasing population and the interface between private development and public domain.

- The Chain of Parks will provide vast expanses of public spaces.

2.2.4 Expand the urban forest by increasing the tree canopy cover in Kingston.

- Tree cover will be increased through plantings within the Chain of Parks.

3.2 Consultation/Internal Review

The consultation process commenced in September 2019 and concluded on 20 December 2019. The plans were shown to the Public Spaces and Environment Advisory Committee Meeting on 12 September 2019 and feedback received from Committee members through this process.

There has been a two-month period of public consultation through the Your Kingston Your Say website that resulted in 51 responses. A summary of the feedback is below:

- All respondents were supportive of the plan
- Need for soft surfaces for running
- Car parking needs to be considered and possibly within parks like at Braeside park
- Purple pipe needed (we are working on that) Good, it is an important feature.
- Enclosed off leash dog areas.
- Lots of seats and benches for the disabled.
- Woods and biodiversity values protected.
- Links into surrounding suburbs
- Need for clear crossings of roads, preferably separated
- Interesting and long mountain bike trail.
- Security cameras
- Separation of bicycles and walking trails, especially for the disabled

Consultation was also undertaken with Bunurong Land Council. The Public Spaces and Environment Advisory Committee Meeting reviewed the plans again on 20 February 2020. Adjustments based on the feedback provided has been included within the plans where possible.

3.3 Operation and Strategic Issues

The delivery of the Chain of Parks trail is subject to a range of factors including rehabilitation of landfill sites and land acquisition by the State Government, as a result the exact timing of delivery is unknown.

4. Conclusion

It is recommended that the concept plans for the Chain of Parks be adopted in their current format.

4.1 Environmental Implications

Construction of the Chain of Parks will provide increased green space throughout the north of the Green Wedge. This will provide benefits to biodiversity within the area while also providing some level of carbon sequestration and urban cooling, especially if the area is irrigated by recycled water from the Eastern Treatment Plant.

4.2 Social Implications

This project will provide significant areas of green space to the residents of Kingston and surrounding councils. This will provide for higher levels of outdoor recreation and associated health benefits.

4.3 Resource Implications

It is unclear at this point who will be responsible for the upkeep and ongoing maintenance of the parks within the Chain of Parks. Council will be responsible for Victory Road and Elder street as council currently own these sites. All other sites are under a Public Acquisition Overlay and on going management will be either with Parks Victoria or Council.

4.4 Legal / Risk Implications

There are risks in the delivery of this plan as it is subject to effective rehabilitation of land fill sites and land acquisitions by both Council and State Government. Bridges to cross roads will also be subject to approval by VicRoads and other statutory approvals may be required for some of the works. Some land titles in the area do not match with fence boundaries which may also complicate and delay implementation.

Appendices

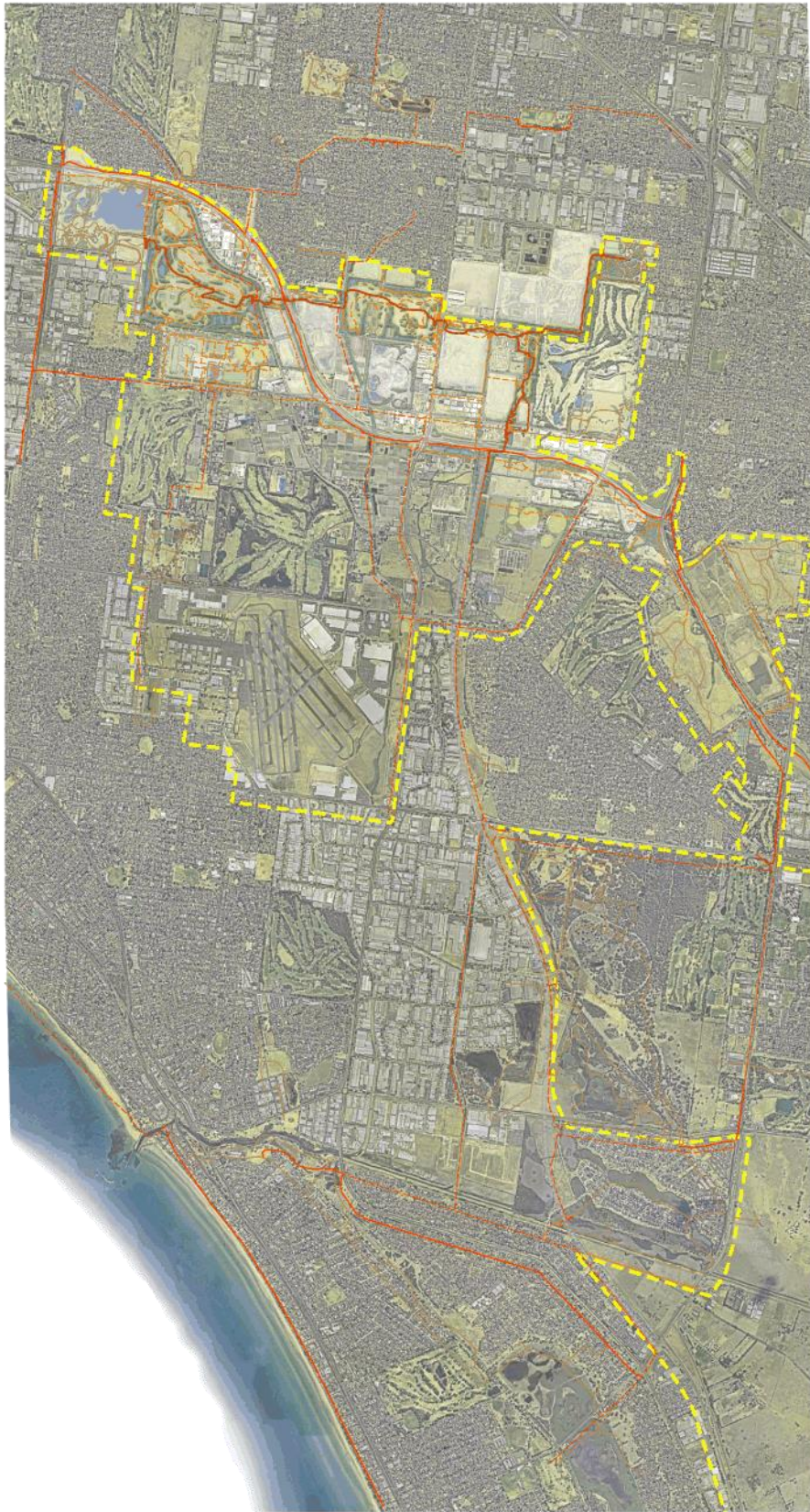
Appendix 1 - Chain of Parks Plans - FINAL for council (Ref 20/52027) 







Author/s: Chris Chambers, Green Wedge Project Coordinator
Reviewed and Approved By: David Shepard, Manager Parks and Open Space
Bridget Draper, General Manager City Assets and Environment

10.7

ADOPTION OF CHAIN OF PARKS TRAIL PLANS

1	Chain of Parks Plans - FINAL for council.....	443
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- LEGEND**
-  URBAN GROWTH BOUNDARY PERFORMING "BARRIER" FUNCTION
 -  PROPOSED MAIN CIRCULATION PATH
 -  EXISTING SECONDARY PATHS INCLUDING BARRIERS AND CYCLE PATHS MAJOR CONNECTIONS
 -  PROPOSED CHAIN OF PARKS MAIN PATH
 -  EXISTING SECONDARY PATHS INCLUDING WITHIN NEIGHBOURHOODS
 -  PROPOSED SECONDARY PATHS INCLUDING WITHIN NEIGHBOURHOODS AND CORNERS OF PARKS




**KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN**

DAVID SHEPARD | PROJECT DIRECTOR
CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
DRAWN BY MARTYNGLANDPROJECTS.COM.AU

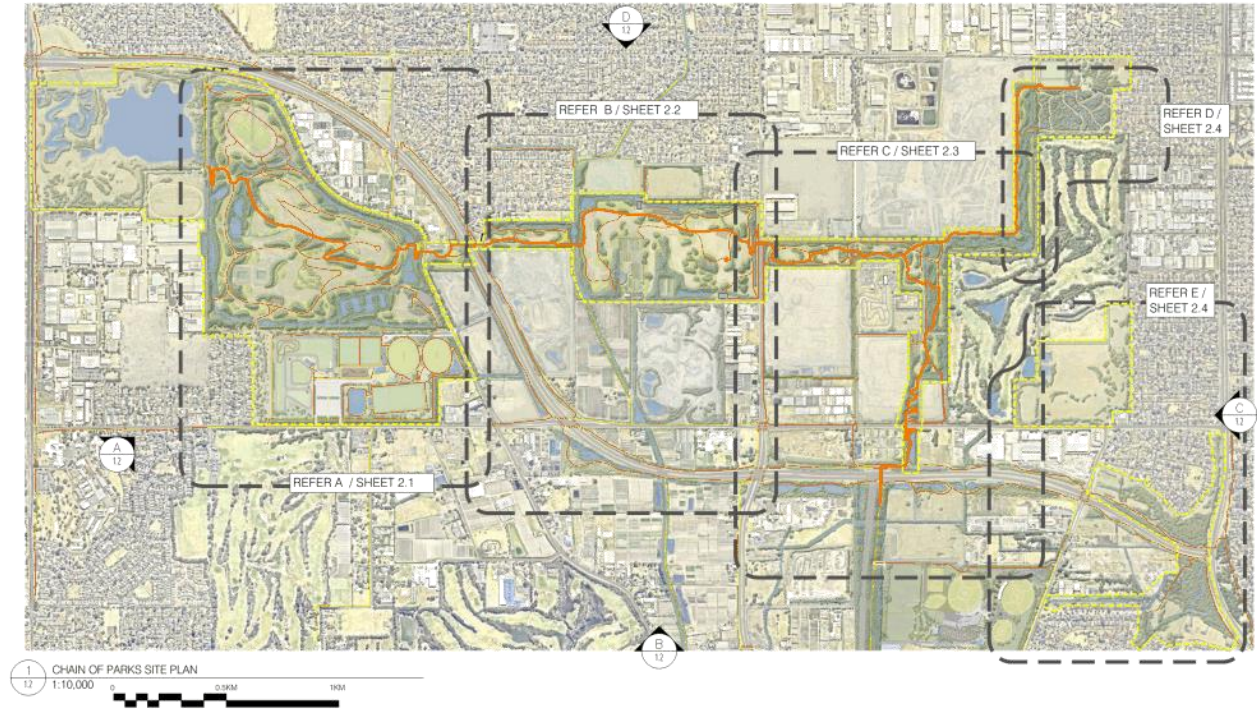
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TITLE
MUNICIPALITY AERIAL IMAGE

DRAWING NO. 1.0 DATE MARCH 2020

SCALE @ A1 NORTH
NTS 





CHAIN OF PARKS AERIAL PERSPECTIVE (LOOKING NORTH EAST TOWARDS THE DANDENONGS)



CHAIN OF PARKS AERIAL PERSPECTIVE (LOOKING NORTH)



CHAIN OF PARKS AERIAL PERSPECTIVE (LOOKING WEST TOWARD PORT PHILLIP BAY)



CHAIN OF PARKS AERIAL PERSPECTIVE (LOOKING SOUTH TOWARDS FRANKSTON)

KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN

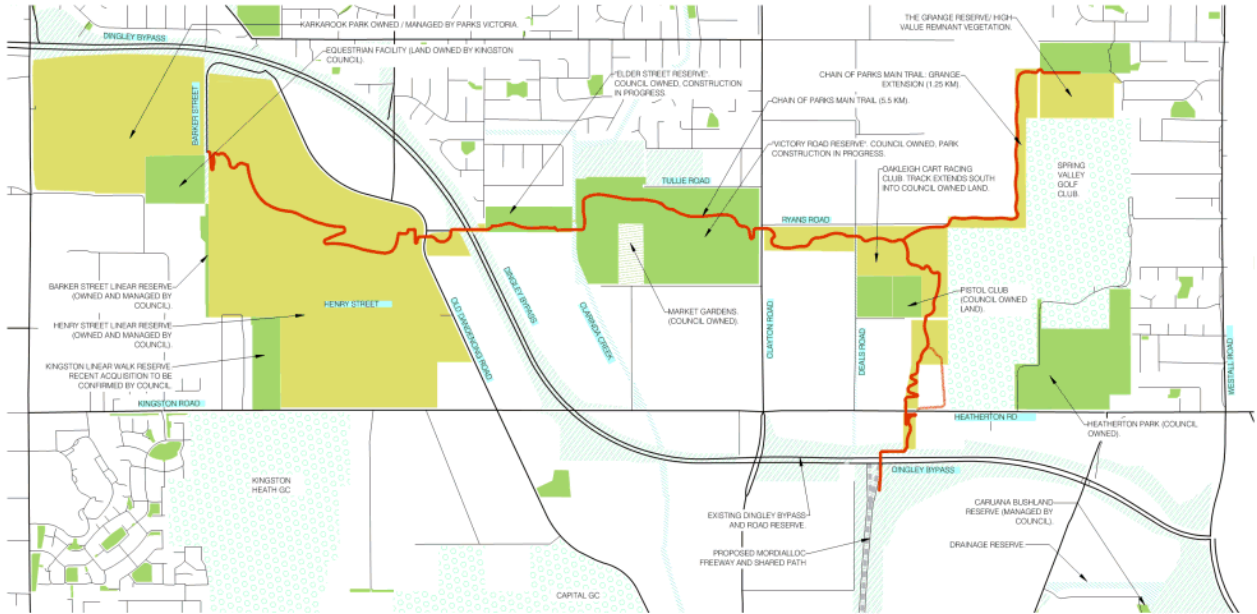
DAVID SHEPARD | PROJECT DIRECTOR
CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
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TITLE
CHAIN OF PARKS CONTEXT PLANS

DRAWING NO. 1.2 DATE MARCH 2020

SCALE @ A1 NORTH AS SHOWN



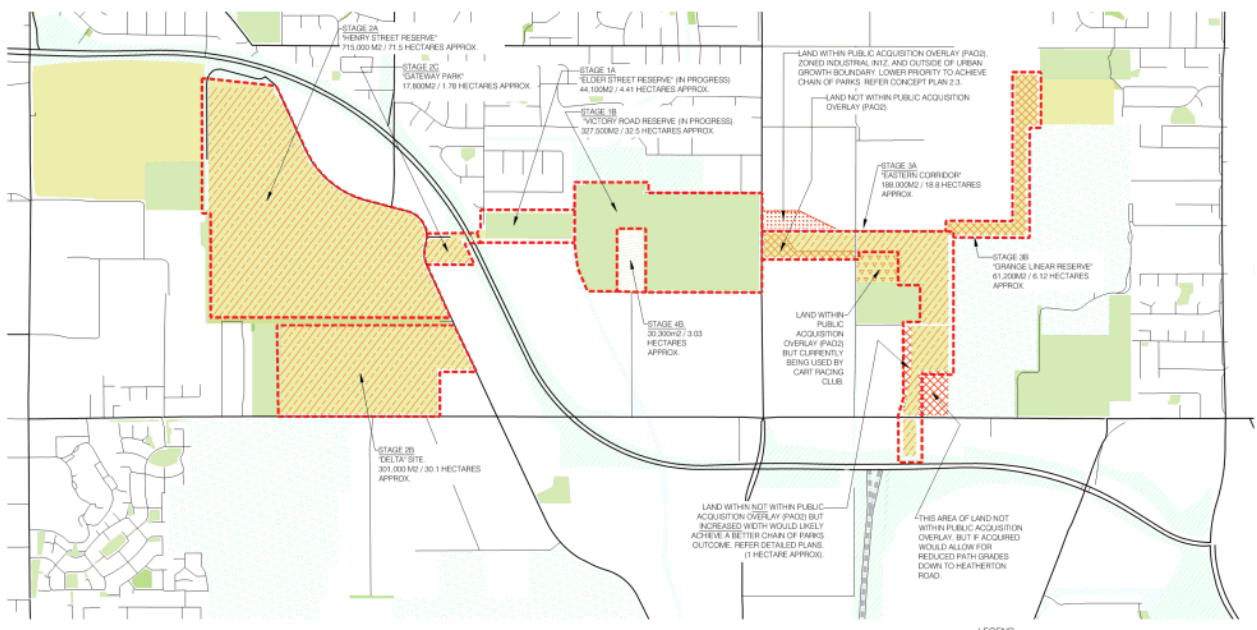
1
13
CHAIN OF PARKS PROPOSED CORE PARKLAND
1:10,000

THESE PLANS HAVE BEEN PREPARED IN CONSIDERATION OF THE CHAIN OF PARKS AS SET OUT IN THE SANDBELT OPEN SPACE STRATEGY - 1994 AND THE KINGSTON PLANNING SCHEME. ADVICE FROM TOWN PLANNERS AND ECOLOGISTS HAVE INFORMED THE PROPOSAL. INFORMATION AND DIRECTION INCLUDING COMMUNITY FEEDBACK HAS PROVIDED BY KINGSTON CITY COUNCIL AND CONSIDERED IN THE DESIGN.

PART OF THE CHAIN OF PARKS CONCEPT IS TO CONNECT KARKAROOK PARK TO BRASSIE PARK AND BEYOND. THESE PLANS OUTLINE THE CREATION OF APPROXIMATELY 170 HECTARES OF NEW PARKLAND. MOST OF WHICH IS ON DISTURBED LAND ONCE USED FOR SAND EXTRACTION AND SUBSEQUENT LAND FILL ACTIVITY. SOME OF THE LAND IS ALREADY IN COUNCIL OWNERSHIP. THE REMAINDER HAS A PUBLIC ACQUISITION OVERLAY INTENDED FOR THE CHAIN OF PARKS.

THE PROPOSAL FOR THE NORTHERN AREA HAS A MAIN PATH OF APPROXIMATELY 5.5KM, WHICH CONNECTS TO THE PROPOSED MORDIALLOC FREEWAY. A NEW SHARED PATH ALONG THE FREEWAY WILL CONNECT TO BRASSIE PARK, AND CONTINUE FOR 8KM REACHING THE DANDELION GREEN WEDGE ZONE.

- LEGEND**
- NEW CHAIN OF PARKS MAIN TRAILS. 6.75KM (APPROX) TOTAL.
 - COUNCIL OWNED LAND
 - CHAIN OF PARKS CORE PARKLAND.
 - MISCELLANEOUS RESERVE INCLUDING ROAD RESERVES.
 - CREEK CORRIDORS AND DRAINAGE RESERVES.
 - GOLF COURSE



2
13
MISSING LINKS IN THE CHAIN OF PARKS.
1:10,000

- LEGEND**
- LAND WITH PUBLIC ACQUISITION OVERLAY (PAO1 / PAO2) AND NECESSARY TO ACHIEVE CHAIN OF PARKS VISION.
 - LAND WITH PUBLIC ACQUISITION OVERLAY (PAO1 / PAO2) AND NOT NECESSARY TO ACHIEVE CHAIN OF PARKS VISION.
 - LAND NOT WITHIN PUBLIC ACQUISITION OVERLAY (PAO1 / PAO2) ACQUISITION TO BE INVESTIGATED TO ACHIEVE CHAIN OF PARKS VISION.
 - LAND WITHIN PUBLIC ACQUISITION OVERLAY (PAO2), ZONED INDUSTRIAL IN/CZ, AND OUTSIDE OF URBAN GROWTH BOUNDARY. LOWER PRIORITY TO ACHIEVE CHAIN OF PARKS. REFER CONCEPT PLAN 2.3.
 - CHAIN OF PARKS POTENTIAL STAGING OUTLINE.
- REFER KINGSTON PLANNING SCHEME FOR PUBLIC ACQUISITION OVERLAYS (PAO1 & PAO2)

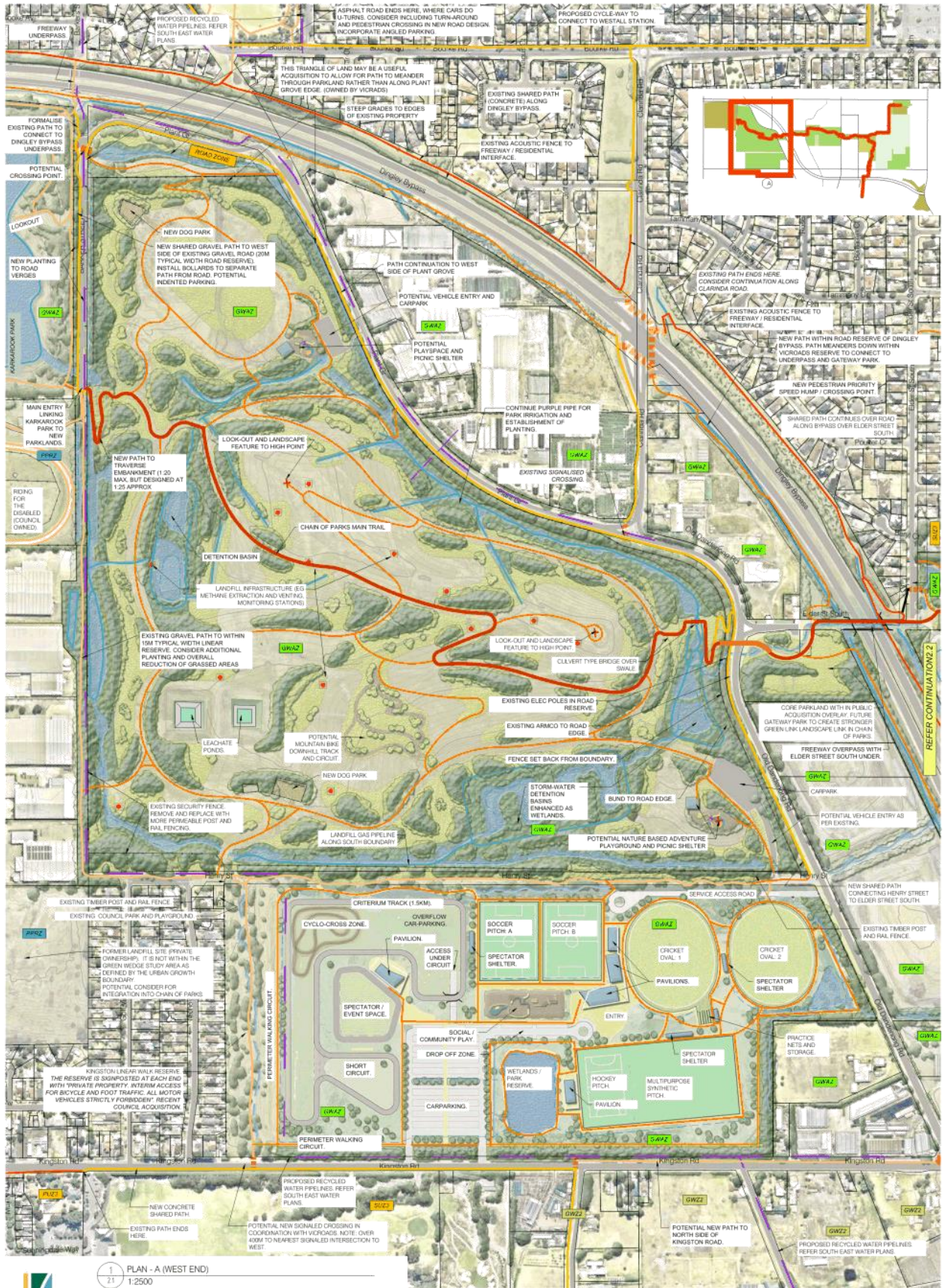
KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN
DAVID SHEPARD | PROJECT DIRECTOR
CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
DRAWN BY MARTYN@LANDPROJECTS.COM.AU

DRAFT

TITLE
LAND AREA STUDY

DRAWING NO. 1.3 DATE MARCH 2020

SCALE @ A1 NORTH AS SHOWN



1 PLAN - A (WEST END)
21 1:2500

KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN

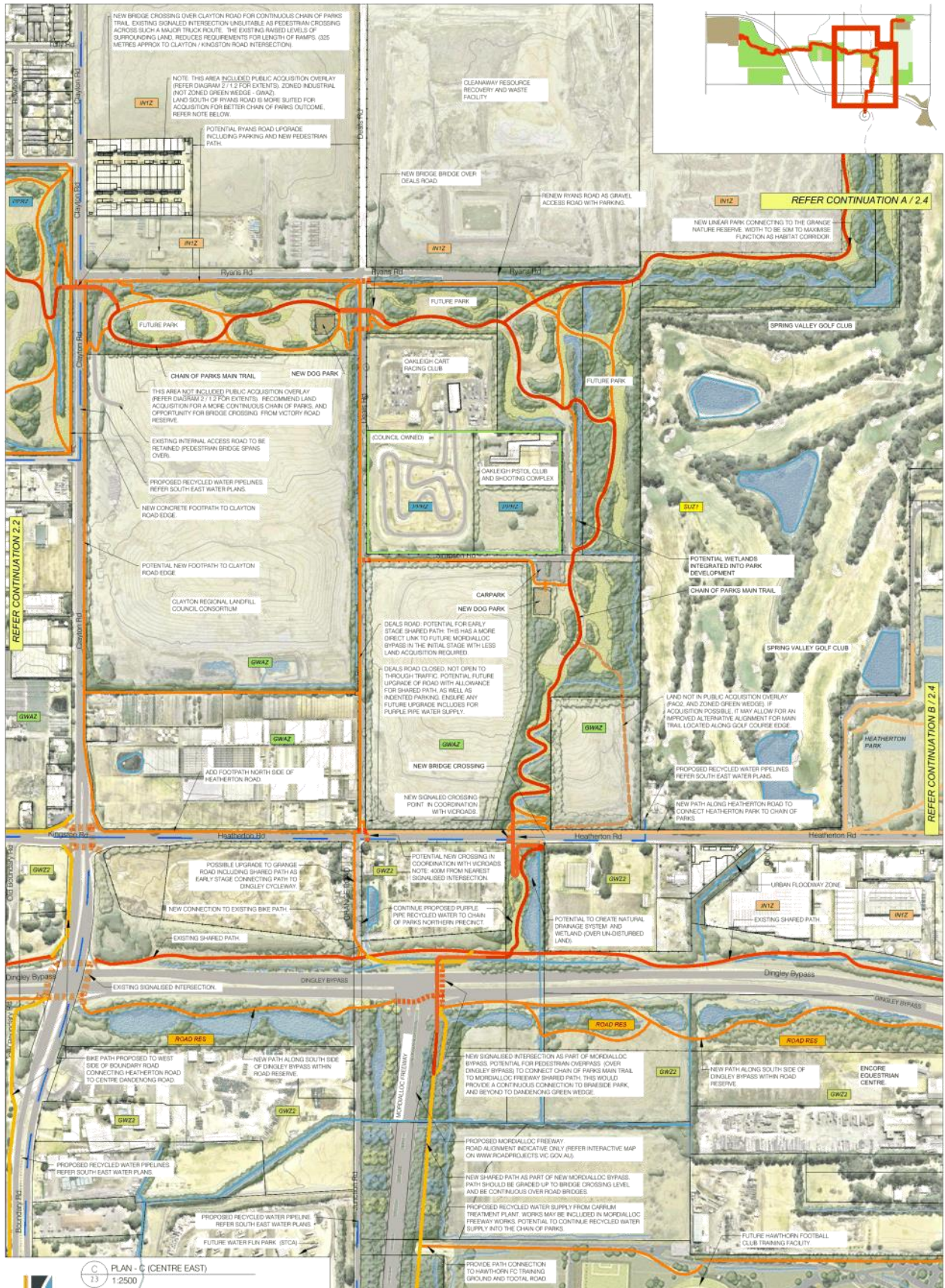
DAVID SHEPARD | PROJECT DIRECTOR
CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
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TITLE
CONCEPT PLAN - A

DRAWING NO. 2.1 DATE MARCH 2020

SCALE @ A1 NORTH
1:2500



C PLAN - C (CENTRE EAST)
 1:2500

KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN

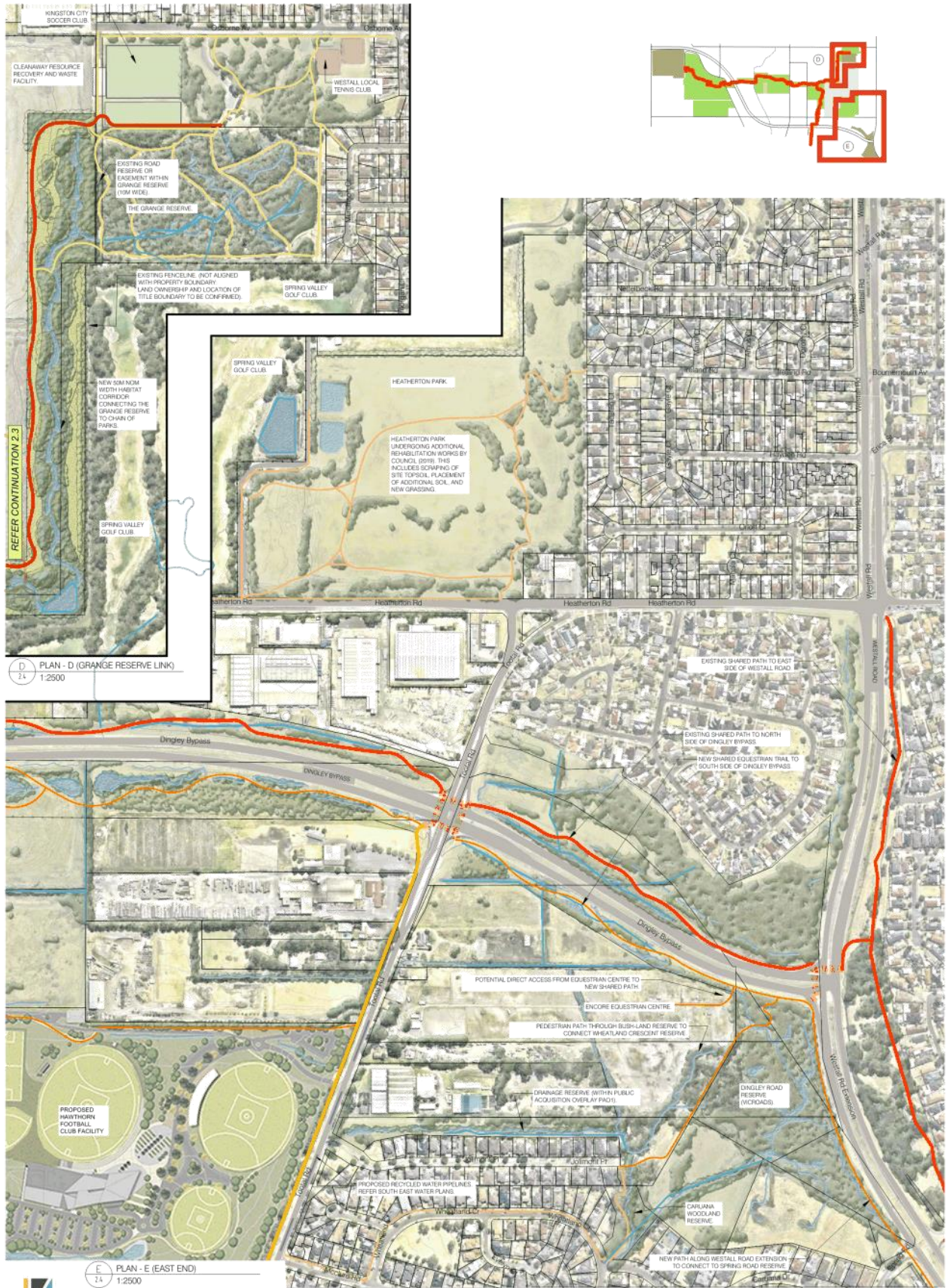
DAVID SHEPARD | PROJECT DIRECTOR
 CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
 DRAWN BY MARTYNGLANDPROJECTS.COM.AU

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TITLE
CONCEPT PLAN - C

DRAWING NO. **2.3** DATE **MARCH 2020**

SCALE @ A1 **1:2500** NORTH



KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN

DAVID SHEPARD | PROJECT DIRECTOR
CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
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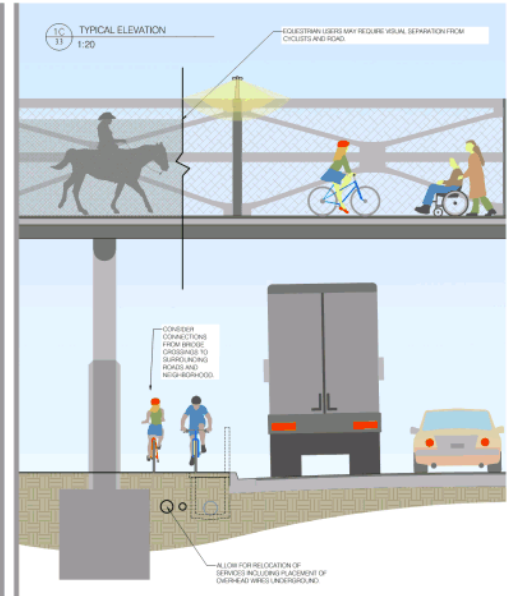
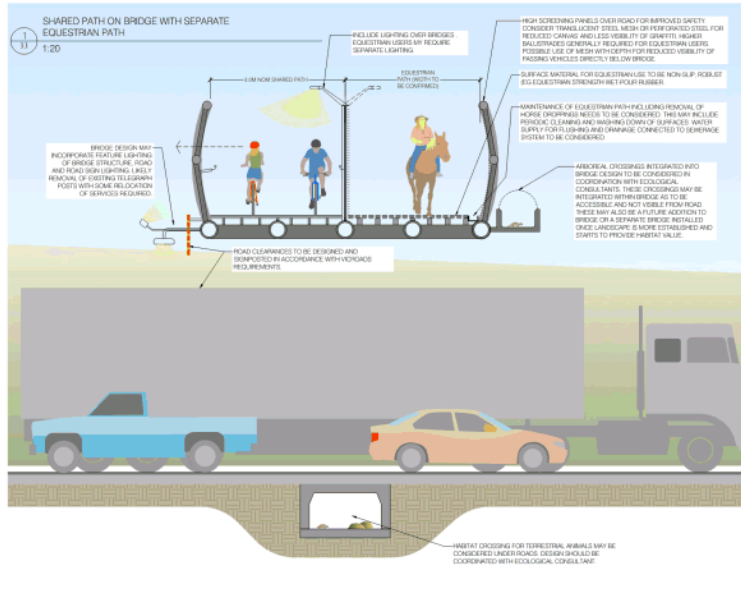
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CONCEPT PLANS - D & E

DRAWING NO. **2.4** DATE **MARCH 2020**

SCALE @ A1 **1:2500**



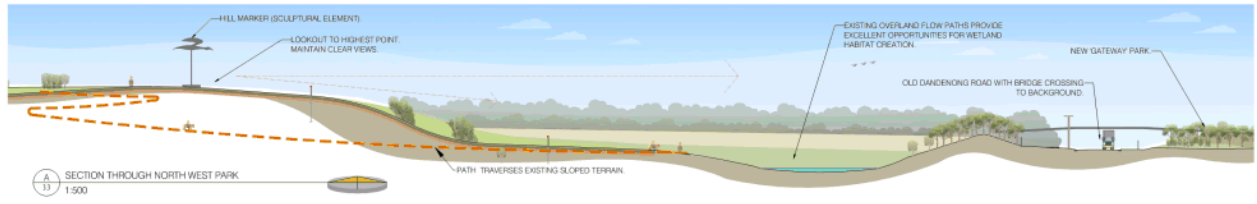


IT IS ANTICIPATED THAT BRIDGES MAY BE DESIGNED TO ACCOMMODATE EQUESTRIAN USE. THE WIDTH OF THE BRIDGE MAY LIMIT ABILITY OF HORSES TO PASS EACH OTHER OR OTHER USERS. SEPARATION OF EQUESTRIAN AND OTHER USERS SHOULD BE CONSIDERED. AS HORSES MAY SPOON EASILY BY PASSING CYCLISTS, A VISUAL PARTITION BETWEEN EQUESTRIAN AND OTHER USER GROUPS MAY ALSO BE REQUIRED.

HORSE NUMBERS MAY BE LIMITED ON BRIDGE DUE TO POTENTIAL WEIGHT. PASSING OF HORSES IN OPPOSING DIRECTIONS MAY BE DISCOURAGED. SO FINAL WIDTH OF EQUESTRIAN PATH TO BE CONFIRMED IN DETAILED DESIGN.

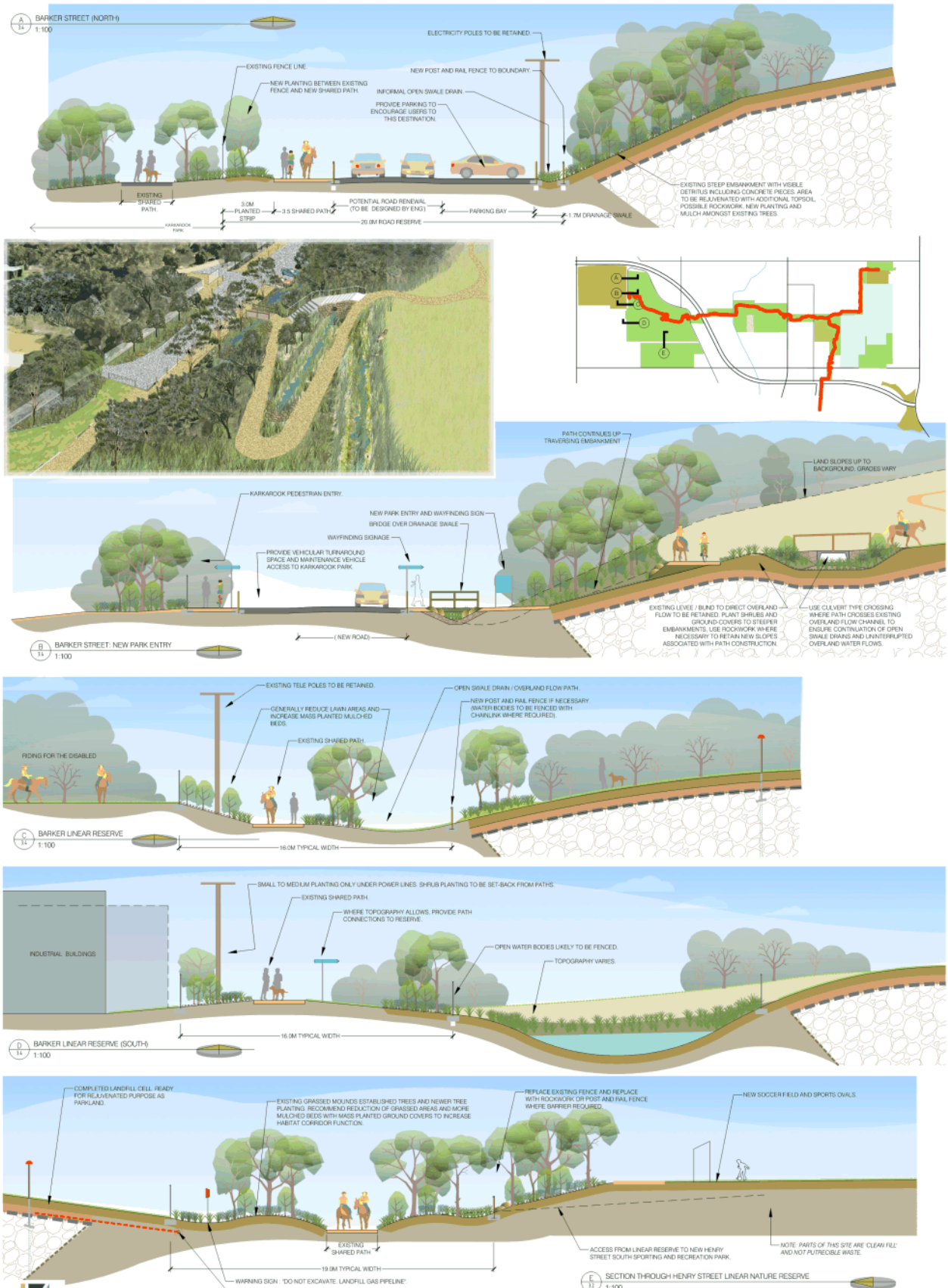
BRIDGES SHALL BE DESIGNED IN COMPLIANCE WITH ALL ACCESSIBILITY REQUIREMENTS FOR SHARED PATHS INCLUDING:

- GRADIENTS AT 1:20 NOM WITH LANDINGS AT REGULAR INTERVALS
- PROVISION OF HANDRAILS, INCLUDING HIGHER BARRIERS INCLUDING VISUAL BARRIERS FOR EQUESTRIAN USE.
- PASSING BAYS IF REQUIRED.



KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN
 DAVID SHEPARD | PROJECT DIRECTOR
 CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
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TITLE
SECTIONS / ELEVATIONS
 DRAWING NO. DATE
 3.3 MARCH 2020

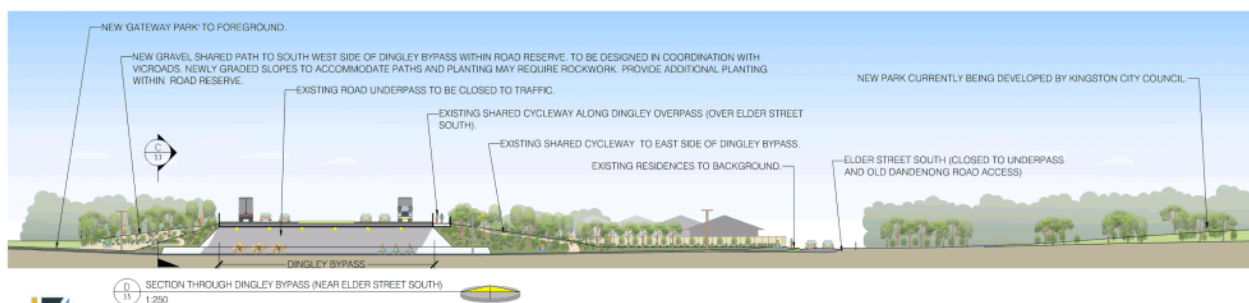
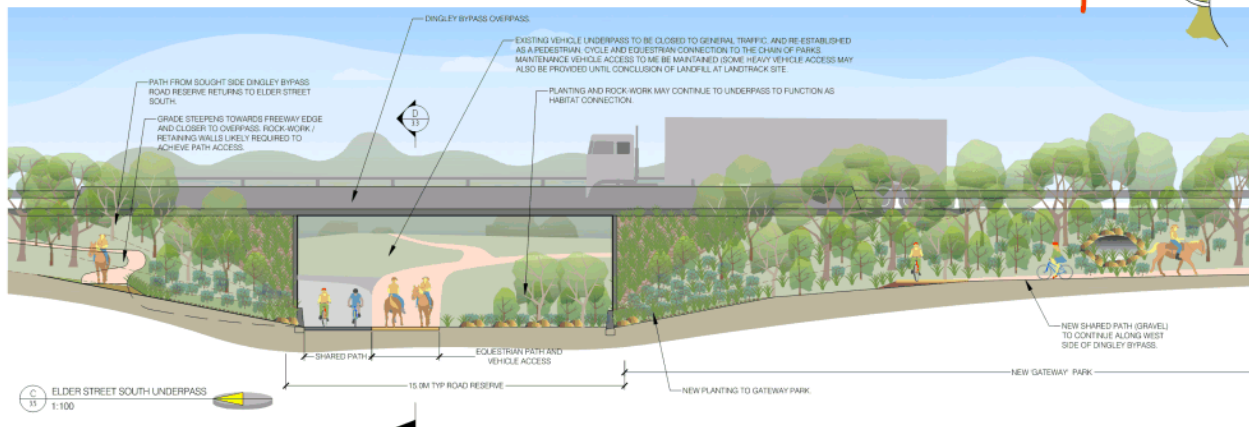
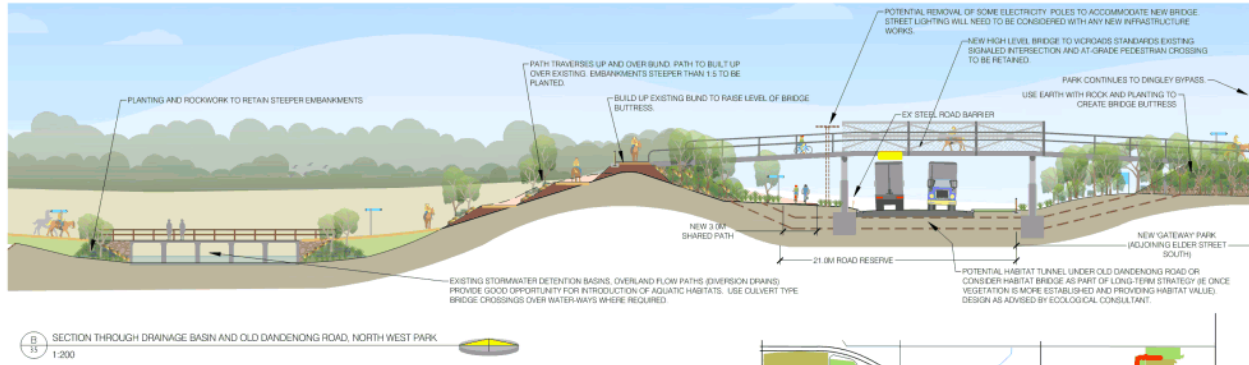
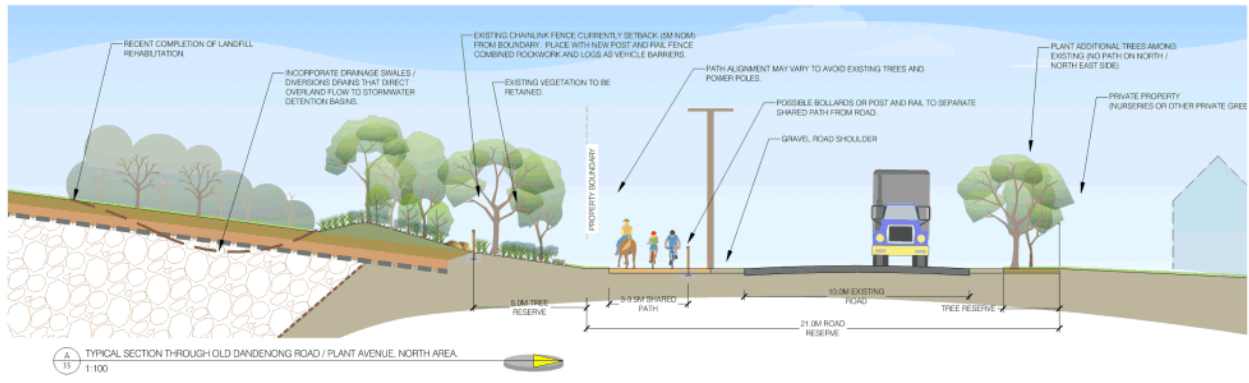


KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN
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City of KINGSTON
DAVID SHEPARD | PROJECT DIRECTOR
CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
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TITLE
SECTIONS / ELEVATIONS

DRAWING NO. 3.4 DATE MARCH 2020



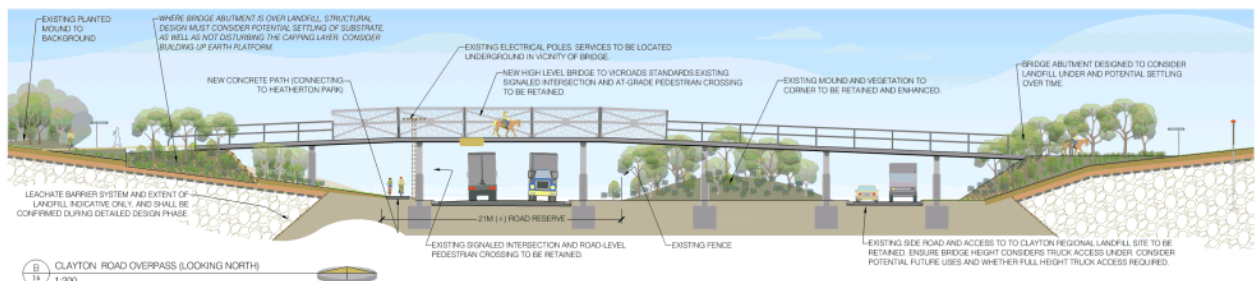
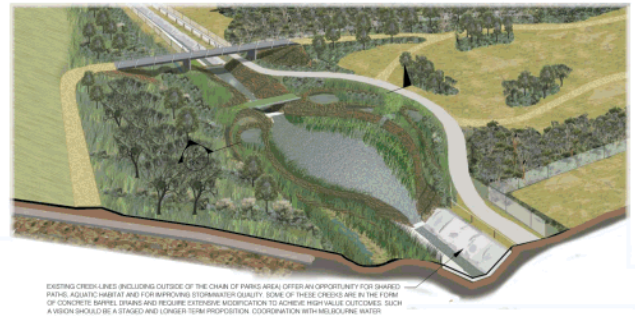
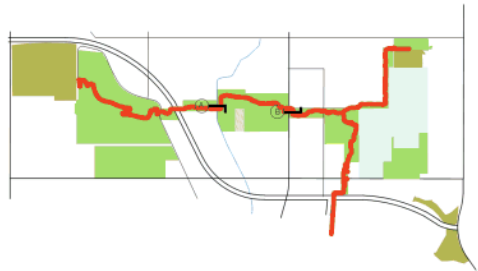
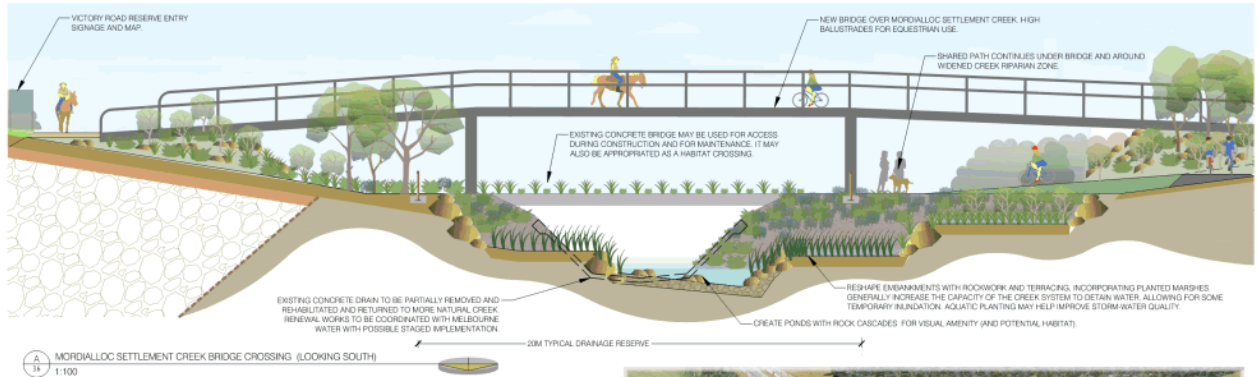
KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN

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TITLE
SECTIONS / ELEVATIONS

DRAWING NO. **3.5** DATE **MARCH 2020**



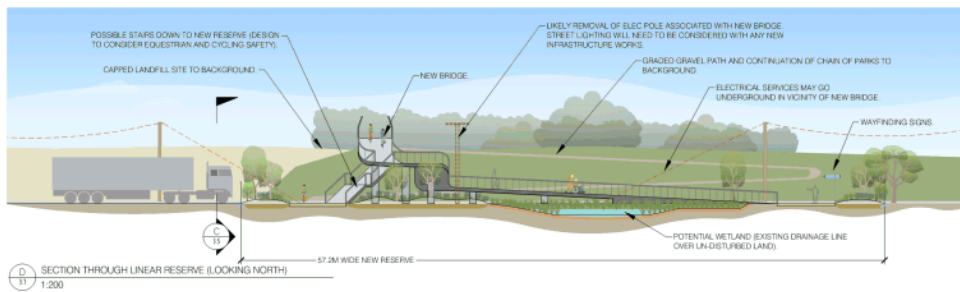
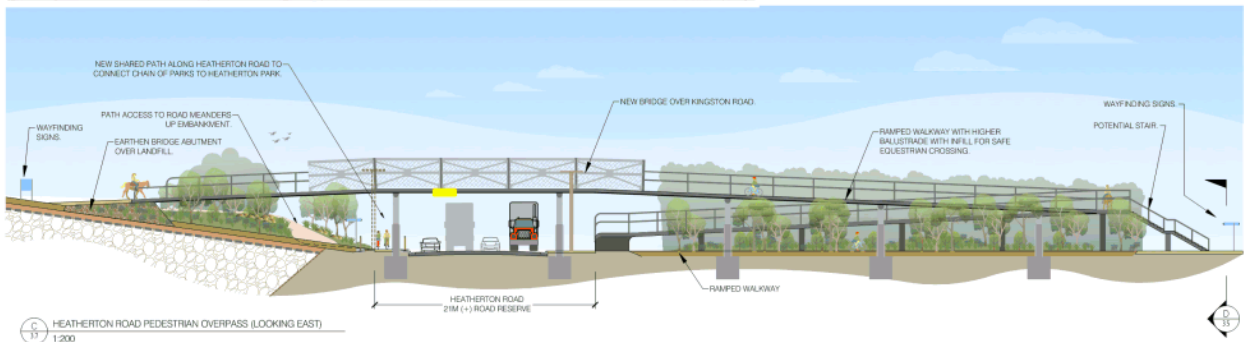
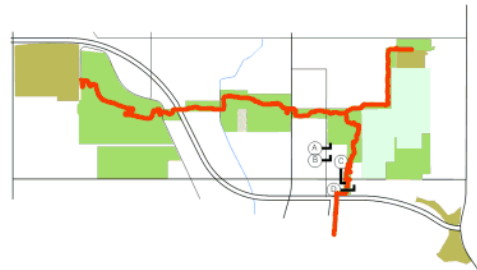
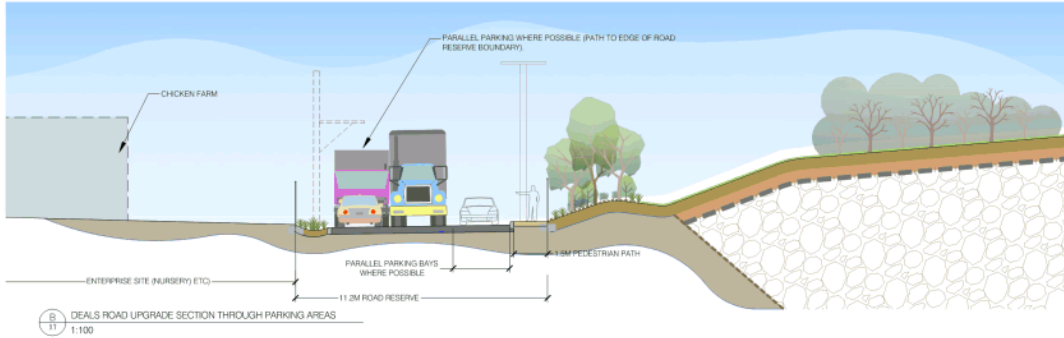
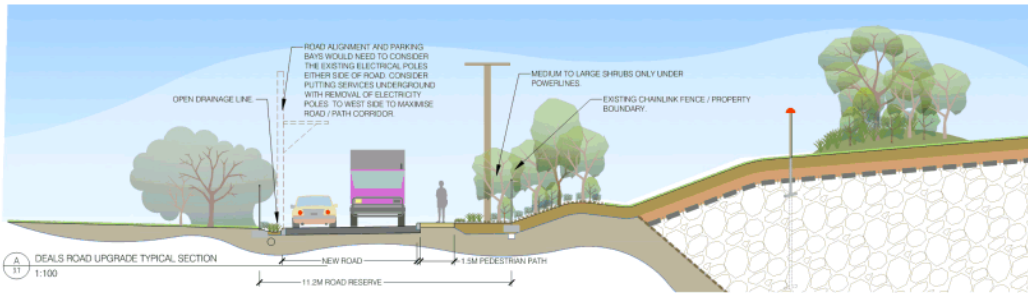
KINGSTON GREEN WEDGE
CHAIN OF PARKS - TRAIL DESIGN

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CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
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TITLE
SECTIONS / ELEVATIONS

DRAWING NO. 3.6 DATE MARCH 2020



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CHAIN OF PARKS - TRAIL DESIGN**

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CHRIS CHAMBERS | GREEN WEDGE PROJECT COORDINATOR
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**TITLE
SECTIONS / ELEVATIONS**

DRAWING NO. DATE
3.7 MARCH 2020

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.8

KINGSTON CALISTHENICS COLLEGE - REQUEST FOR COUNCIL SUPPORT

Contact Officer: Troy Lyons, Team Leader, Sport & Recreation

Purpose of Report

The purpose of this report is to respond to a request from the Kingston Calisthenics College for support.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Approve a grant funding allocation of \$7,500 per annum to the Kingston Calisthenics College Inc for a three-year term, commencing from 1 April 2020;
2. Authorise the Chief Executive Officer to prepare and execute a service agreement with the Kingston Calisthenics College Inc for the term of the grant; and
3. Note and refer the Kingston Calisthenics College's request for a long-term home to the Mordialloc Community Facilities Strategic review project.

1. Executive Summary

The Kingston Calisthenics College (the College) is requesting a greater level of support from Council to ensure they can provide cost affordable opportunities to its 120 members (refer Appendix A).

Through discussions over the past three years, the College believe it is disadvantaged compared to other calisthenics organisations as they do not occupy a community facility that is subsidised by Council. A discussion paper has been drafted to consider options to support the College (refer Appendix B).

The College are seeking a long-term home facility within Mordialloc, which is considered as having an ideal catchment for members. There are currently no compatible and/or available community facilities within their preferred facility catchment to meet the College's needs.

The College's preferred option is to have tenancy of Allan McClean Hall and centralise all its operations at this facility. If Council were to support this option, a long-standing tenant the Shaolin Kung Fu Academy would need to be relocated. There are currently no other unoccupied facilities that meets the College's needs.

To support the College's short-term needs, Council may consider providing a Community Grant to help offset some of its rental costs at the St Louis De Montford School Hall (Aspendale), which are approximately \$30,000 per annum. The College has been a long a standing tenant of the St Louis De Montford School Hall. The School would like for the College to continue the use of its Hall.

Its proposed to provide the College with a grant allocation of \$7,500 per annum for a three-year term. The College has confirmed its acceptance of this proposed financial support (refer Appendix C). In recognition of this financial support, the College will look to provide the following additional benefits to its members and the community:

- Support members under financial hardship who have difficulty paying fees;
- Cover the increasing costs of our annual camp, which provides invaluable support to the members, through team and skills building;
- Cover the increasing costs of competition fees; and
- Provide additional classes to members to improve their skills and fitness.

The potential relocation of the College is a longer-term proposition and should be guided by the Mordialloc Community Facilities Strategic review project. This project seeks to identify and assess community needs and make recommendations regarding the future use and/or development of facilities. Its recommended that this project be completed before Council consider the displacement or relocation of existing user groups from Council facilities.

2. Background

The Kingston Calisthenics College (KCC) is a not for profit community organisation that provides Calisthenics and dance opportunities for residents in the central areas of the municipality. With rising costs, the College is finding it difficult to cover expenses while keeping members fees affordable. The College's biggest fixed cost is the rent of its principal home facility the St Louis De Montfort's Primary School gymnasium, Aspendale.

Over the past three years, the College's committee have requested a greater level of support from Council. This has included advocacy for permanent tenancy of a Council owned facility capable of meeting the following facility requirements:

- 196m² presentation space (14m wide and 14m deep);
- Elevated ceilings (4-5m approx.);
- Exclusive on-site storage for equipment (approx. size 25m²);
- Kitchenette;
- Meeting room; and
- Toilets.

3. Discussion

3.1 Council Plan Alignment

Goal 3 - Our connected, inclusive, healthy and learning community
Direction 3.4 - Promote an active, healthy and involved community life

3.2 Consultation/Internal Review

The College have met with Council officers several times throughout the past 18 months to explore opportunities for use of a Council subsidised facility. The College has also reached out to the Mayor and Councillors who have expressed support for the College's expressed need to relocate and/or receive funding assistance from Council.

To consolidate discussions and information regarding this matter a discussion paper has been prepared (refer Appendix B). The Kingston Calisthenics College have provided input to and validation of the Discussion Paper. They also provided a letter formalising its request to Council (refer Appendix A).

3.3 Operation and Strategic Issues

3.3.1 Council support of other similar organisations

Council has historically (for many decades) provided a facility for the Chelsea Calisthenics Club, who utilise the Chelsea Sportswomen's centre at Bi-centennial Park under a shared arrangement with the Chelsea and District Netball Association. The facility is managed by an overarching Committee of Management called the Chelsea Sportswomen's Club Inc.

The Chelsea Calisthenics Club has access to the following exclusive spaces:

- Two multipurpose halls (roughly 10m x 15m) containing high ceilings and timber sprung floors;
- Committee/Meeting room;
- Sewing room;
- Kitchen; and
- Storage.

The Chelsea Sportswomen's Club Inc has a historic lease arrangement (in overholding) with Council of which they pay a minimal rent of \$480. As part of the lease, the Club does fund the outgoings e.g utilities at the site, which are costs not incurred by the College.

If a new lease agreement was to be struck with the Chelsea Sports Women's Club Inc based upon Council's Lease and License Policy (2018) the annual rental for the Chelsea Calisthenics Club would be \$2,300.

3.3.2 Alan McLean Hall Occupancy

Through meetings, conversations and emails, the College has expressed an interest in Alan McLean Hall as a preferred facility to relocate to. This hall meets many of the club's location and functional needs, however it is currently tenanted by the following three long term tenants:

- Shaolin Kung Fu Academy;
- U3A; and
- Read Steady Kids.

These groups have a license agreement with Council which is in overhold.

The hall is also used on a casual basis by others as a function space (limited usage). The hall is directly managed by Council i.e. Council receives and approves all request for use.

The current usage profile indicates there is capacity to accommodate additional use on Monday and Friday evenings only. The Kingston Calisthenics College could utilise this under a shared use arrangement with the Shaolin Kung Fu Academy, however this arrangement wouldn't meet its desire to centralise all activities at the one location.

To fulfil all the College's needs a suitable facility for relocation of the current Kung Fu tenant would need to be sought. Without speaking directly to the Kung Fu tenant, a preliminary desktop analysis indicates there is no obvious suitable facility within the Mordialloc precinct to relocate this tenant to. The College could co-locate with the U3A and Ready Steady Kids.

3.3.3 Mordialloc Community Facilities Strategic Review

Council's is co-ordinating a strategic review of the community needs and available facilities within Mordialloc area. This project aims to identify how Council's community buildings can best support and enhance the Mordialloc community into the future. The College is identified as a stakeholder with the project. It is recommended that this project be completed before Council consider the displacement or relocation of existing user groups from Council facilities.

3.4 Options

3.4.1 Option 1 - Provide funding support through the Community Grants Program.

Council could consider providing funding to support the Kingston Calisthenics College whilst options for a long-term home are being explored. This funding could be granted to the College on the basis of its current high facility rental costs when compared with other similar organisations e.g Chelsea Calisthenics Club.

If Council wanted to consider immediate funding support, it could provide the College with an Irregular Community Grant. According to Council's Community Grants Program Policy, this category of grant is available to not for profit community groups for assistance that do not strictly meet the Grant Guidelines and are outside the normal grants processes. There is no uniform calculation method for determining the value of funding provided to community organisations through this category of grant.

Possible methodologies for calculating a potential grant payment to the Kingston Calisthenics College could be:

1. Fixed percentage (Preferred Approach). A proportion of the total rent payable towards the current facility. For example, a 25% subsidy is calculated as a \$7,500 grant. The 25% has been calculated as the difference in the hourly hire rate between the College's current facility and that proposed rates of hire for the Alan McLean Hall.
 - $\$30,000 * 0.25 = \$7,500$.
2. Similar subsidy level to other like organisations. Reduce the College's rental costs to similar levels as Chelsea Calisthenics Club (this approach would need to be adjusted to reflect outgoings). This would be calculated as:
 - $\$30,000 - \$2,300 = \$27,700$
3. Other rate as determined by Council.

Should Council approve the allocation of a grant to the College, a service agreement would be drafted to govern its administration. There is currently \$22,888 available in unexpended funds in the Community Grants budget for 2019-2020.

3.4.2 Option 2 – Undertake an Expression of Interest Process for Alan McLean Hall

Council could consider undertaking an expression of interest process which would provide the opportunity to review all current use arrangements at the Alan McLean Hall. The public process would explore other service offerings and uses for this hall.

This could result in long standing tenants being displaced from their facility, which would result in disruptions to current services offered to the community.

If the Shaolin Kung Fu Academy and College both apply for tenancy through this Expression of Interest process, it is unlikely that the facility can accommodate both groups as their schedules of use are not compatible.

This option is not recommended as it is unlikely to achieve a shared use option for both tenants. Consequently, there is the likelihood that existing users could be displaced.

3.4.3 Option 3 – Decline request for support

As the College have not provided evidence that they are under financial hardship or are at risk of closure, Council could consider declining its request. There is reputation risk for Council if it determines not to support a request from a community group and the perception of not treating similar community groups equally.

4. Conclusion

As there are no viable short-term facility options available to meet the College's immediate needs, Council can show its support of this group by providing a community grant to offset its high rental costs. Longer term, the needs of the College will be considered through the Mordialloc Community Facilities Strategic review project.

4.1 Environmental Implications

There are no environmental implications affecting this report.

4.2 Social Implications

Supporting a diverse range of community sporting and recreational activities is a key direction with the Council's Sport and Recreation strategy and Council plan.

4.3 Resource Implications


There is sufficient unallocated funding (\$22,888) within the 2019/20 Community Grants budget to support an allocation to the College.


Future funding allocation would need to be allowed for within the Community Grants budget.


4.4 Legal / Risk Implications

There is a potential for reputation risk to Council if it determines to displace existing tenants without adequate notification or offer of suitable alternative facilities.

Appendices

Appendix 1 - Letter from Kingston Calisthenics College - Request for Council Support - February 2020 (Ref 20/33344)  [↓](#)

Appendix 2 - Discussion Paper - Kingston Calisthenics Club - Request for a new facility. (Ref 19/314566)  [↓](#)

Appendix 3 - Kingston Calisthenics College Advice (Ref 20/54881)  [↓](#)

Author/s: Troy Lyons, Team Leader, Sport & Recreation
Reviewed and Approved By: Mark Stockton, Acting Manager Active Kingston
Bridget Draper, General Manager City Assets and Environment

10.8

KINGSTON CALISTHENICS COLLEGE - REQUEST FOR COUNCIL SUPPORT

1	Letter from Kingston Calisthenics College - Request for Council Support - February 2020	467
2	Discussion Paper - Kingston Calisthenics Club - Request for a new facility.	469
3	Kingston Calisthenics College Advice	483



11th February 2020

Dear Kingston Council,

I am writing to formally request Council to support Kingston Calisthenics College's application for a new home/facility.

As President of Kingston Calisthenics College, which currently trains at St. Louis De Montfort Primary School in Aspendale, I have been discussing options of support for our club for over 3 years with many people within Kingston City Council.

Our club is a not for profit calisthenics college offering the sport of calisthenics to members of the community. We offer classes for people aged 2 to 82 years of age within the Kingston Council municipality. With rising costs, the club is finding it difficult to cover expenses while keeping members fees affordable. The clubs biggest fixed cost is the rent of the hall.

Most recently a draft discussion paper was produced by Kingston Council, outlining the club's requirements and possible options for council support similar to support offered other calisthenics clubs in the area.

Within this document three options are offered:

- Club to stay at the current facilities and the council consider provide ongoing funding support in the form of a community partnership grant.
- Through meetings, conversations and emails with the Council, the club has expressed an interest in Alan McLean Hall as a preferred facility. This hall meets many of the club's location and functional needs. This hall is currently leased to long term tenants and their hours of use coincide with the calisthenics clubs long term class times. For this option to be viable, suitable premises for relocation of the current Kung Fu tenant would need to be sought.
- Construction of a new, purpose-built facility.

Any of these options will assist the club. I acknowledge all options require a commitment from the Kingston City Council Counsellors for ongoing support of the club.

Thank you for your consideration of the discussion paper.

Please feel free to contact me should you require any further information.

Kind regards

Sue Macaulay

Kingston Calisthenics College
[REDACTED]
[REDACTED]

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1 ABOUT/BACKGROUND

1.1 The Club

Kingston Calisthenics College has a history of 20 years creating strong, confident performers, both on and off the stage. The college ensures a fun and dynamic experience for everyone.

Kingston Calisthenics College is a member of the Australian Calisthenics Federation and is governed by the state body Calisthenics Victoria.

The College has a dedicated and highly skilled team of senior coaching staff have a level 1 qualification along with first aid and working with children certification. Their coaches are all accredited and qualified through the Victorian Calisthenics Coaches Association and are committed to the ongoing development of our members.

The College is managed by a committee of volunteers, elected annually at the Annual General Meeting.

The benefits of participating in Calisthenics include:

- building your child's confidence and skills
- Multiple disciplines such as dancing, singing, gymnastics and technical skills all in one class

1.1.1 Disciplines offered

As of the beginning of the 2020 calisthenics year the Kingston Calisthenics College offers the following disciplines:

- Masters Monday 7:00– 10:00pm
- Seniors Tuesday 6.45 – 9.45pm
- Tinies Wednesday 4:30 – 6:00pm
- Intermediates Wednesday 6:00 – 9:00pm
- Juniors Thursday 5:00 – 8:00pm (and one Sunday per term)
- Calidance, Sub Juniors Saturday 10.30-2.30pm.

Currently the College's recreational Masters team also train Tuesday evening 7:30 – 9:00pm at Springers in Keysborough at a further cost of approximately \$1,800.

1.2 Current facility

The Kingston Calisthenics Club Classes are held at St Louis De Montfort's Primary School, in their gymnasium hall.



St Louis De Montfort's Primary School Hall, Aspendale

According to the club's website, the hall space has heating and cooling with ample onsite parking.

The club has negotiated in built storage for equipment. This includes some cupboards on stage, some storage under the stage and a storage shed out the back.

2 REQUEST FOR COUNCIL SUPPORT

Kingston Calisthenics College is seeking assistance and support from Kingston Council to find a home facility. The College are seeking a long-term home facility within Mordialloc, which is considered as having an ideal catchment for members. The College is looking for a venue to centralise all its activities at. A home venue that is subsidised by Council will also allow flexibility to run extra classes for teams and individuals, skills classes for our over 120 members.

The College requires a space to store props and costumes, to run our committee meetings, and other functions like our showcase. Through discussions over the past three years, the College believe it is disadvantaged compared to other calisthenics organisations as they do not occupy a community facility that is subsidised by Council

Kingston Calisthenics College is requesting a similar level of support as Kingston Council has given to Chelsea Calisthenics club, who have their own premises, and Highbury Calisthenics Club, who were previously in the Kingston Council.

Timeframe of communication			
DATE	FROM	DETAILS OF COMMUNICATION	OUTCOME
6/01/2015	Ross and Michelle Gilpin- Former president	Request for re-location to Ben Kavanagh Reserve - redevelopment- to central ward Councillors.	Not endorsed as compatible activities for co-sharing.
8/05/2018	Sue Macaulay- President	Correspondence to Community Engagement Team re: potential use of Mentone Activity Hub (request in 2016)	Not supported
26/07/2018	Community Engagement team.	Details sent to Sue as to possible venues to explore- Neighbourhood houses, Scout Halls, Churches, Community Centres	Club to consider alternatives.
		Advised that Alan McLean hall in use- requested for club to complete an occupancy request submission	Club was sent all details of options to explore- no commitment suggested as to finding permanent space
18/09/2018	Sue Macaulay- President	Email request to Sport and Recreation Team regarding potential opportunities at Kerr Cres re-development	Club were advised that currently in development stage and may not be a suitable shared agreement with soccer club.
4/12/2018	Sue Macaulay- President	Follow up request for consideration at Alan McLean Hall- after meeting with Sport and Recreation Team and Property Services Team re requirements in Nov 2018	Club were advised of current users leasing this facility
9/12/2018	Sue Macaulay- President	Email to Central Ward Councillors and CEO- request for investigation of use of Allan McLean hall	
11/12/2018	GM City Assets and Environment	Email communication to Central Ward Councillors and CEO advising them of current status of Allan McLean and lease agreements	
15/07/2019	Sue Macaulay- President	Email to Mayor, Central and South Ward Councillors re request for new home to be sourced for the club. Suggested by club that other user groups currently at hall be moved elsewhere to allow	

		room for non profit club with higher usage needs.	
22/07/2019	Sport and Recreation team.	Communication to Sue regarding possible options to explore ie scout halls, community centres, neighbourhood houses. Advised will look into Allan Mclean occupancy.	Advised that current lease agreements in place with user groups and interest has been registered for Allan McLean

2.1 Council's support for other like clubs – Chelsea Calisthenics Club.

Kingston Council has historically provided facility provision for the Chelsea Calisthenics Club, who utilise the Chelsea Sportswomens centre at Bi-centennial Park, Chelsea under a shared arrangement with the Chelsea and District Netball Association.

The facility is managed by an overarching committee of management (Chelsea Sportswomens Club Inc).

The Chelsea Calisthenics Club has access to the following exclusive spaces:

- Two multipurpose halls (roughly 10m x 15m) containing high ceilings and timber sprung floors;
- Committee/Meeting room;
- Sewing room;
- Kitchen
- Storage;

The following are shared facilities with the Chelsea District Netball Association:

- Foyer,
- Toilets and amenities
- Circulation space
- netball side.

The Committee of Management's lease is currently in overholding. The original lease was signed by the former City of Chelsea in 1992 and was for a tenancy of 10 years.

The annual rental fee for the overall facility is \$480 per annum.

We understand the two tenants split the lease fee meaning Chelsea Calisthenics pay **\$240** per annum.

Additional payments are required for utilities, cleaning and minor maintenance works.

2.1.1 Recalculated rental fee under current Council Lease and License Policy(2018)

The recently adopted Lease and License Policy for Council facilities has a new methodology for calculating annual rental fees, which is 0.2% of the depreciated asset value.

Workings for Chelsea Sportswomens Centre

- Chelsea Sportswomen Pavilion: Total 877m²
- Chelsea Calisthenics: 455m² of space + 50% of shared amenities (assumed at 100m²) = 505m²
- 57% of total building area is allocated for Calisthenics activities.
- Depreciated Asset Value (as of 2019) = \$1,992,000

Calculated annual rental fee Chelsea Calisthenics Club based on current leasing policy would be approximately **\$2,300 per annum**.

The clubs would also be responsible for operational costs such as utility bills, cleaning and minor maintenance works.

3 FACILITY REQUIREMENTS

3.1 Minimum Core Facility requirements

3.1.1 Size and components

Size of area required for your use: ie/ number of spaces, ideal floor space dimensions, amenities required ie/ kitchen, change spaces.

- “Ideally we would like one large floor space of approximately 14m wide and 14m deep to match the performing area of a stage. (these dimensions include the wing area of a stage as well as the performing area)
- We would like another one or two breakout rooms of reasonable size for a team of 16 members to train. Ideally the floor will be timber, which is suitable for dancing. Kitchen, toilets, meeting room.”
- “Space for storage of props, costumes, and equipment including the club’s trailer.

3.1.2 Core usage times

Access to a Large Hall Space from:

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Times	7:00pm – 10:00pm	7:00pm – 10:00pm	4:30pm – 9:00pm	5:00pm – 8:00pm	-	10:30am – 2:30pm	-
Total Hours	3 hours	3 hours	4.5 hours	3 hours		4 hours	

TOTAL – 17.5 Hours per week (12 hours training, 5 hours ‘presentation’)

“Administration/Preparation

We would also like access to the hall at other times for meetings, costume making etc.”

These hours are limited by cost and availability of the St. Louis Hall. Should we have our own premises, the club would offer extra classes at other times including school holidays. Currently coaches hire other premises for solo, skills, and extra practices. The club, often at short notice, are requested to find alternate premises for regular classes when St. Louis require the hall. Halls often sourced are St. Andrews Presbyterian Church hall, Aspendale Gardens Primary School, Broadbent Dance Studios in Braeside and Springers in Keysborough. Further to payment to St. Louis for our regular hours, the club’s profit and loss statement for 2019 show the club paid over \$3000 extra for other hall hire. A significant impost on our finances.

3.1.3 Location

- “Calisthenics Victoria, our governing body, have restrictions on hall locations. Our club needs to be at least 5 kms away from any surrounding calisthenics clubs. This limits where we can locate. Allan McLean fits well in with these restrictions. It also offers a secure position for our predominantly female membership.”

4 KEY ISSUES/FINDING

4.1 Cost comparison: St. Louis De Montfort Primary School vs Allan McClean Hall

The Kingston Calisthenics Club currently use St Louis De Montfort's Primary School Hall. The school charges a flat \$40/hour rate for hire of the hall no matter what day or time of day.

This rate has not changed for the previous 4 years. Before that it is thought that there were small incremental increases in price, e.g. \$39/hour to \$40/hour as an annual increase.

Please see below a table that demonstrates current hire costs at St Louis De Montfort Primary School compared with anticipated hire costs for Allan McClean Hall.

Using this calculation and the clubs current training schedule as per [3.1.2 Core Usage Times](#) above

Location	Training	Performance	Weekly Rate	Monthly Rate	Annual Rate
St. Louis De Montfort's	12 hours @ \$40/hour	4 hours @ \$40/hour	\$640	\$2,560	\$30,720
Allan McClean Hall	12 hours @ \$30/hour	4 hours @ \$75/hour	\$660	\$2,640	\$31,680

**note these are based on the casual hire rates of the Allan McClean hall, not an ongoing lease agreement in which rates may differ. The \$75 per hour rate for performance is based upon weekend rates.

4.2 Availability of existing facilities

4.2.1 Allan McClean Hall

Please see below a current usage profile of the Allan McClean Hall for the regular hirers:

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Shaolin Kung Fu Academy		5:00pm – 9:00pm	6:30pm – 8:00pm	6:30pm – 9:00pm		11:00am – 1:15pm	
U3A	1:00 – 2:00pm		9:00am – 10:30am				
Ready Steady Kids						8:00am – 10:00am	9:30am – 11:30am

*Clash days/times with Kingston Calisthenics College current schedule of use

The current usage profile indicates there is capacity to accommodate additional user groups on Monday and Friday evenings. The Kingston Calisthenics College could utilise this under a shared use arrangement, however this facility couldn't meet their desire to centralise all activities at the one location.

These groups have a licence agreement with Council which is in overhold

4.3 Shared Options Analysis

4.3.1 Compatibility for Share Use - Options analysis

Council officers have also explored shared use options to support the Kingston Calisthenics College.

Below are the needs core needs as expressed by the club:

1) Location:

- The venue ideally needs to be located in the Mordialloc Area **according to Calisthenics Vic distribution model

2) Functionality:

Activity Space

- Appropriate flooring (preferably timber)
- Floor size (minimum 14m x 14m = 196 m2, plus additional smaller spaces for practice)
- Elevated ceilings (4-5m approx.)

Support Amenities

- Exclusive on-site storage for equipment (approx. size 25m2)
- Kitchenette
- Meeting room
- Toilets

3) Cost:

- Cheaper than current fees (\$40/hour)

Comparison Table

Facility	Location	Meets/Part/Not	Functionality	Meet/Part/Not	Cost	Meet/Part/Not
St. Louis De Montfort	Aspendale	Partially	All except meeting room?	Meet	\$40/hour	
Allan McClean Hall	Mordialloc	Meets	All, maybe not storage?	Meet	\$30-\$75/hr	Part
Mordialloc Lifesaving Club	Mordialloc	Meets	Not big enough, different floor material, roof height	Not	\$tbd	Meet (<\$30k/year)
Ben Kavanagh	Mordialloc	Meets	Not big enough, different floor material, roof height	Not	\$tbd	Meet (<\$30k/year)
Jack Grut	Mordialloc	Meets	Not big enough, different floor material, roof height	Not	\$tbd	Meet (<\$30k/year)
Scout Hall?	Mordialloc	Meets			\$tbd	

4.4 Mordialloc Community Facilities Strategic Review.

Council's Community Buildings team are undertaking a strategic review of the facilities situated within Mordialloc. This review aims to identify how our community buildings can best support and enhance the Mordialloc community into the future.

The consultation piece will require, but is not limited to;

- A comprehensive assessment of the current facilities identified within the scope of this consultation including; building condition, pending maintenance works, suitability for purpose, design performance, environmental performance, and compliance with relevant standards including DDA.
- A summary of current building utilisation rates, frequency and capacity, including pressure points and opportunities.
- A detailed analysis of current user status, including; user group membership, legal status, governance, future viability, activity participation trends, strategic direction, growth potential, commercial risks and limitations.
- A summary of the associated risks, benefits and opportunities for relationship synergy between existing and future users, including the potential for operational and ideological convergence or conflict.
- Identification, if relevant, of additional user groups not initially listed as a Stakeholders, but with a natural or potential interest in or benefit that may be realised from co-location.
- Identification of and a summary of the existing and forecast population demographics for the catchment area for the respective clubs and groups, with an emphasis on potential pressure points and/or opportunities.

- Gap analysis of the broader Mordialloc and surrounding suburbs to identify opportunities for introduction or support of other emerging and/or complimentary service delivery providers.
- Analysis of the potential for increased community engagement and wellbeing in response to improved; facility maintenance, configuration, scheduling and governance, co-location of additional user groups and/or services, identification and remediation of service gaps and barriers.
- Additional consideration and recommendations associated with relevant Council Policies, Strategies, legislation, including potential risks and benefits to Council, Community and Stakeholders.

Production of an outline concept plan showing the potential configuration of a new integrated facility, together with an indicative cost plan for Council's future budgeting purposes

4.5 Clubs desire for exclusive occupancy.

The Kingston Calisthenics Club has expressed a preference for exclusive occupancy during its core usage times which would include Monday through Friday evenings (5pm – 10pm), as well as Saturdays from 8am – 4pm. This would obviously be quite restrictive to any activities that would want to be conducted at any shared venue for during the week, limiting use to during the day only. It may also take up weekends if the club expands and grows, and the demand for extra time slots increases i.e. Sundays.

The club has not expressed a strong desire for exclusive occupancy of a facility at all times

5 OPTIONS

5.1 Status Quo – Kingston Calisthenics College to remain at St Louis De Montfort and provide funding support.

Council could consider providing funding to support the Kingston Calisthenics College whilst a long-term home is explored. This funding would be granted to the club on the basis of the Kingston Calisthenic College having an extremely high rental cost when compared with other similar organisations that Council subsidises. I.e. Chelsea Calisthenics Club.

If Council wanted to consider immediate funding support, it could provide the College with a Community Grant. According to Council's Community Grants Program Policy, this category of grant is available to not for profit community groups for assistance that do not strictly meet the Grant Guidelines and are outside the normal grants processes. There is no uniform calculation method for determining the value of funding provided to community organisations through this category of grant.

Suggested methodologies for calculating a potential grant payment to the Kingston Calisthenics College could be:

- a) Fixed percentage. A proportion of the total rent payable towards the current facility. For example a 25% subsidy would calculate as an \$7,500 grant.

$$\$30,000 * 0.25 = \underline{\$7,500.}$$
- b) Similar subsidy level to other like organisations. Reduce the Kingston Calisthenics rental costs to similar levels as Chelsea Calisthenics Club. This would be calculated as:

$$\$30,000 - \$2,300 = \underline{\$27,700}$$
- c) Other as determined by Council.

There is currently \$22,888 available in unexpended funds in the Community Grants budget for 2019-2020.

5.2 Relocate to Alan McLean Hall (Club preferred option)

Through meetings, conversations and emails with the College, they have expressed that Alan McLean Hall is its preferred facility. It meets many of the club's preferred location and functional needs.

The college has previously used Alan Mclean hall to run a ballet class.

While this was a few years ago, I remember the space to be ideal number of rooms and size for our needs. I have not been to the hall recently, but the facility and its location would be ideal for Kingston Calisthenics College to call home. A place which is visible and assist to give the club an identity.

5.2.1 Relocation of Shaolin Kung Fu Academy

If Council were to determine that Kingston Calisthenics College was to be the primary tenant of the Alan McClean Hall, the existing clubs and activities would need to be located to an alternative facility. This would include relocating the Shaolin Kung Fu Academy. Without speaking directly to the Kung Fu tenant, a preliminary desktop analysis indicates there is no obvious suitable facility within the Mordialloc precinct to relocate this tenant to. The College could co-locate with the U3A and Ready Steady Kids.

5.3 Rental of a Commercial facility

Council could consider a rental of a commercial facility and provide this to the Kingston Calisthenics College.

A monthly rental is likely to cost several thousands of dollars.

5.4 Construction of a new facility

Council could consider the construction of purpose-built facility, with Kingston Calisthenics Club as primary tenant. The anticipated cost for construction of a facility to meet their expressed needs is \$2,000,000 - \$3,000,000.

A suitable site would need to be identified within the catchment of the Mordialloc precinct to meet the Calisthenics clubs needs. Opportunities could include:

- Co-location with a redeveloped Leisure Centre (Don Tatnell/Waves or other)
- Purchase of warehouse facility
- Location with other Council community facilities

There is no funding identified within Council's four year strategic resource plan to implement a major facility redevelopment.

6 RECOMMENDATION

1. Approve a grant funding allocation of \$7,500 per annum to the Kingston Calisthenics College Inc for a three-year term, commencing from 1 April 2020;
2. Authorise the Chief Executive Officer to prepare and execute a service agreement with the Kingston Calisthenics College Inc for the term of the grant; and
3. Note and refer the Kingston Calisthenics College's request for a long-term home to the Mordialloc Community Facilities Strategic review project.

7 Appendix 1

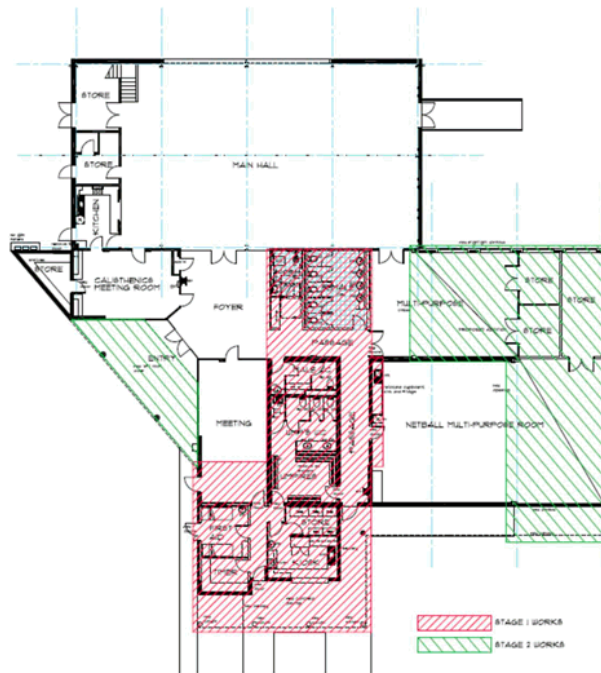
7.1 Allan McClean Hall – usage profile

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Shaolin Kung Fu Academy		5:00pm – 9:00pm	6:30pm – 8:00pm	6:30pm – 9:00pm		11:00am – 1:15pm	
U3A	1:00 – 2:00pm		9:00am – 10:30am				
Ready Steady Kids						8:00am – 10:00am	9:30am – 11:30am

7.2 Ben Kavanagh Pavilion – usage profile

Ground and pavilion usage information			
Name of reserve	Ben Kavanagh Reserve - Oval 1		
	Shared usage	Usage times required	Team (e.g. Snrs, Jnrs, Auskick)
Monday		4:30pm to 7:30pm	AFLW - Juniors
Tuesday		4:30pm to 8:00pm	Seniors - Juniors
Wednesday		4:30pm to 8:30pm	Juniors - AFLW - Supers
Thursday		4:30pm to 8:30pm	Seniors - Juniors
Friday	No	4:30pm to 7:00pm	Auskick - Juniors
Saturday	No	9:00am to 10:30pm	Seniors - AFLW
Sunday	No	8:00am to 8:00pm	Juniors - AFLW - Supers

7.3 Layout map of Chelsea Sports Women's Centre



Mark Stockton

From: [REDACTED]
Sent: Monday, 9 March 2020 6:41 PM
To: Mark Stockton; Troy Lyons
Subject: Kingston Council proposal to support Kingston Calisthenics College

Dear Mark and Troy,

Thank you for meeting with me on Thursday 5th March in regard to your proposal of support for Kingston Calisthenics College to forward to councillors for discussion at the upcoming council meeting.

I am very appreciative of the work you have put in to document the clubs position, and consideration of options to assist.

I have spoken with the clubs committee, and they are agreeable to the proposal we discussed of a grant of \$7500 per year over the next three years and thank Kingston Council for consideration of this offer.

This grant of money would principally support the club to cover the large hourly rental rate we pay to our current land lord. The sum you have suggested as a grant is an estimate of the difference between what we currently pay to what we may be charged if we were able to rent Alan McLean Hall, a council owned property, on a casual basis.

As you know, the club is a not for profit organisation. We keep our fees to members as low as possible. The grant will enable us to:

- Subsidise our rent costs
- Cover the increasing costs of our annual camp, which provides invaluable support to the members, through team and skills building
- Cover the increasing costs of competition fees.
- Support members under hardship who have difficulty paying fees.
- Should we have enough money at the end of the year, provide additional classes to members to improve their skills and fitness.

While this grant will help the club, our overall strategic direction is to have our own suitable facilities in the area and would like to continue working with the council to achieve this goal.

I hope the Kingston Councillors are supportive of this initiative to assist the club, and am more than happy to further discuss with any of them should they require further information.

Kind regards
Sue Macaulay
Immediate Past President
Kingston Calisthenics College

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 10.9

RESPONSE TO NOTICE OF MOTION NO. 42/2019 - CR. WEST - LXP TREE REMOVALS AND FAILURE TO REPLACE PARKING SPACES

Contact Officer: Julian Birthisel, Traffic Engineer

Purpose of Report

The purpose of this report is to provide a further update to Council regarding the results of the additional consultation that has been undertaken in the streets located to the south of the Cheltenham Activity Centre in response to Notice of Motion No. 42/2019 – Cr. West – LXP Tree Removals and failure to replace parking spaces; and to outline the officer recommendations regarding how to proceed.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council:

1. Not proceed with the removal of the 4-hour timed restrictions on one side of the road in Tuck Street, Page Street, Courtney Street, Cameron Street, Hoffman Street and the Nepean Highway Service Road during the Level Crossing Removal Works.
2. Write to the Level Crossing Removal Project and the Southern Program Alliance to request that during the approximate two-month major occupation starting on the 23rd May 2020 that all workers are bussed in from an off-site location.

1. Executive Summary

This report responds to Notice of Motion No. 42/2019 – Cr. West - LXP Tree Removals and failure to replace parking spaces and details the results of the additional consultation that was conducted in February 2020 following the low response rate received in September 2019.

The proposal from the Notice of Motion was to remove the four-hour parking restrictions from one side of the road in streets south of the Cheltenham Activity Centre. These streets included Cameron Street, Courtney Street, Edward Street, Hoffman Street, Nepean Highway Service Road, Page Street and Tuck Street.

By combining the two rounds of consultation, a total of 51 responses were received with 16 responses supporting the proposed change and 35 objecting to it. This resulted in a response rate of 24%, which is slightly below the minimum required response rate of 25% detailed in Council's Parking Management Policy.

Council officers have reviewed the feedback provided and it is recommended that the proposal to remove the restrictions on one side of the road does not proceed. Due to the strong objections and the community sentiment against the changes, it is clear that the residents would prefer that the current parking restrictions remain in place. This recommendation is also in line with Council's current Parking Management Policy and the guidelines regarding when a change should be made.

Another aspect that needs to be considered is the upcoming major occupation and the parking arrangements for these workers. The two-month occupation will require a significant number of workers and it is likely that they will seek to park in the surrounding local streets. This will impact on the amenity in the streets as well as potentially limiting parking opportunities to residents.

To assist with this issue, it is also recommended that Council write to the Level Crossing Removal Project and the South Program Alliance and request that all workers during this major occupation are bussed in from an off-site location.

2. Background

Due to the works currently being conducted by the Level Crossing Removal Project (LXRP) in the Cheltenham Activity Centre, longer term parking spaces are currently in high demand for commuters.

At the Ordinary Meeting of Council on the 26th August, Council resolved to conduct consultation to help provide a better balance of longer term parking: Part three of Notice of Motion 42/2019 was as follows:

Council officers will urgently consult with residents about removing the four-hour parking restrictions from one side of the roads south of Cheltenham Activity Centre that currently have restrictions on both sides of the road in order to provide more all-day parking and prepare a report as soon as possible.

In late September, a bulletin was sent to the affected residents seeking their feedback on the proposed removal of the 4-hour parking restrictions on one side of the road in Cameron Street, Courtney Street, Edward Street, Hoffman Street, Nepean Highway Service Road, Page Street and Tuck Street.

The consultation bulletin yielded a response rate of 10.7%, which is below the required minimum response rate of 25% noted in Council's Parking Management Policy. Therefore, at the Ordinary Meeting of Council on the 9th of December 2019, Council resolved to do the following:

1. *Note the limited community response rate of 10.7% of potentially impacted properties following the recent community consultation process examining changes to the existing parking restrictions in Cameron Street, Courtney Street, Edward Street, Hoffman Street, Nepean Highway Service Road, Page Street and Tuck Street*
2. *Undertake additional community consultation in early 2020 with a view towards optimally achieving a 25% response to determine the level of community support to modify the existing parking restrictions to provide more all-day parking during the Level Crossing Removal Works.*
3. *Receive a further report in the March 2020 meeting cycle regarding whether to proceed with the removal of the four-hour parking restrictions on one side of the road in Cameron Street, Page Street, Tuck Street, Hoffman Street Courtney Street and the Nepean Highway Service Road while the level crossing removal works are taking place to provide a better overall balance of short and long-term parking;*

4. *Install hockey stick line markings in the streets to help prevent parked cars obstructing access to driveways; and*
5. *Receive a further report regarding whether or not to proceed with the implementation of more all-day parking after the Level Crossing Removal Works.*

Additionally, with regards to Part 4 of the resolution, residents were advised via the second Information Bulletin that Council would be installing hockey sticks in all the affected streets and that they should be installed within 4-6 weeks of receiving the bulletin. Part 5 will be implemented following the completion of the Level Crossing Removal Works.

This report summarises the additional consultation that was completed and makes recommendations on how to proceed.

3. Discussion

3.1 Council Plan Alignment

Goal 4 - Our free-moving safe, prosperous and dynamic city
Direction 4.4 - Integrated accessible transport and free moving city

3.2 Consultation/Internal Review

Due to the low response rate that was received in the first round of consultation, Council officers expanded the ways in which the consultation was done in order to achieve the desired response rate of 25%. The following consultation took place:

1. Information bulletin was sent directly to the 214 residents directly affected by the proposed change. This bulletin was sent out on the 13th February 2020 and consultation closed on the 2nd March 2020.
2. The proposal was placed on the Council website as part of the 'Your Kingston, Your Say'. Details of this was provided on the bulletin and provided residents an easier method of responding rather than mailing in a hand-written response.
3. Council officers attended the Rotary Market, located on the ground floor of the multi-storey carpark in Cheltenham, on the 22nd of December 2019 and surveyed community members.

3.3 Operation and Strategic Issues

3.3.1 Results of the consultation

From the 214 properties that were directly affected by the proposal, the second round of consultation yielded 33 responses either posted in or sent via email, with an additional four submissions via the online 'Your Kingston, Your Say'.

The results of the two rounds of consultation have been combined to form a more comprehensive summary of the feedback with individual properties having one vote each even if feedback was received from a property in both rounds of consultation.

Between the two rounds of consultation, a total of 51 properties provided feedback, with 16 properties agreeing with the proposal whilst 35 were against the removal of the restrictions. Overall this resulted in a response rate of 24%. Whilst this does fall short of the desired 25%, it does provide a better summary of the views in the area compared to the first round of consultation.

Assessing the streets on an individual basis showed there was strong objection on all affected streets however there was support for the removal from residents living in the Nepean Highway Service Road with three votes for the proposal and two against.

3.3.2 Rotary Market consultation

Officers had been given a direction to widen the consultation and seek a broader range of views on this proposal. To seek this feedback, Council officers attended the Rotary Market on 22 December 2019 and asked visitors what they thought about the proposal.

In total 16 community members were surveyed with nine people agreeing with the proposal, two were against it whilst five were unsure.

It should be noted that a large portion of the people surveyed said that they didn't necessarily feel comfortable answering the question as they don't live in the affected streets.

3.3.3 Road closures in place during the consultation

During the time in which the consultation was completed, the Cheltenham Activity Centre was experiencing a significant amount of disruption due to closures of Charman Road and Stanley Avenue. The result of these closures was that a large number of vehicles were travelling through the streets included in the consultation to get between Latrobe Street and Station Road.

Many of the residents that provided comments, raised concerns about the increased traffic combined with the additional parked cars that may arrive if the restrictions were removed. These road closures are temporary and whilst there may be an increase whilst works are taking place, the volume of traffic is expected to return to normal once the road is reopened.

Some residents suggested that due to the increased congestion that was being experienced, the implementation of a 'No Stopping' restriction on one side of the road should be considered. All roads that were proposed to be affected by the change have a minimum width of 7m and therefore are wide enough to have parking on both sides whilst maintaining sufficient space for through traffic and accessing driveways.

3.3.4 Upcoming closure of Cheltenham and Mentone Stations

Another aspect that needs to be considered is the closure of Cheltenham Station and Mentone Station. The stations are due to be closed on the 20 March 2020 and when this happens it is expected there will be a decrease in the number of commuters needing long term parking.

Prior to the station car parks closing in Cheltenham and Mentone, LXP organised for additional parking in Parkdale by constructing indented parking along the rail line and at Southland by leasing space which provides 284 spaces for commuters.

Whilst there is a shuttle bus that is due to take passengers between Southland and Parkdale stations, it is likely that commuters will drive to and park around a station that is not affected by a closure.

3.3.5 Upcoming major occupation for Cheltenham and Mentone level crossings

It should also be noted that there is a major occupation that is due to start in May. This occupation will begin on the 23 May 2020 and conclude in mid-July 2020. During this approximately two-month period, a significant amount of work will be taking place including the digging of the trenches and construction of the new platforms. In order for LXP to get this done, a significant number of workers will be required to complete the job in the given time frame.

These staff will require parking and if the restrictions are removed, it is likely that the all-day-parking may be utilised by LXP staff rather than commuters as intended.

This increased parking in local streets by LXP staff would result in a loss of amenity for residents and make it more difficult for them to find a park close to their homes.

It should also be noted that works during this major occupation are likely to occur on a 24-hours per day, 7-days per week basis.

3.4 Options

3.4.1 Option 1 – Proceed with the removal of the parking restrictions in all streets

This option involves proceeding with the removal of the restrictions in all streets that were consulted. This is not the recommended option as it is clear from the consultation that there is little overall support for the proposal.

3.4.2 Option 2 – Do not proceed with the removal of the parking restrictions

Based on the results of the consultation, 69% of the people that provided feedback did not support the proposal. Additionally, many of the comments provided as part of the feedback showed that many residents strongly object to the proposed removal of the parking restrictions.

Whilst it is noted that the station is due to close on 20 March and the demand for long term parking is likely to decrease, consideration also needs to be given to the upcoming two-month rail occupation starting in May and where the staff may park.

Option 2 of leaving the existing restrictions in place and not modifying them is the recommended option. This is also in line with Council's current Parking Management Policy and the guidelines on whether a change should proceed.

Furthermore, as part of this option, it is also recommended that Council write to Level Crossing Removal Project and Southern Program Alliance, requesting that all staff are bussed in from a location further away from the activity centre.

3.4.3 Option 3 – Proceed with the removal of the parking restrictions in some of the streets and review again at the completion of the Level Crossing Removal Project

By looking at the streets on an individual basis, there was some variance in the levels of support / objection. Considering the resolution, officers have identified the streets further away from the activity centre have lower levels of parking and consultation showed there was some support for the proposal in these streets.

Therefore, this option considers removing the parking restrictions on one side of the road in Tuck Street, Page Street and Courtney Street (between Page Street

and Tuck Street). This would provide some additional all-day car parking around the activity centre.

Due to the demand for shorter term car parking within the activity centre and the strong objections, the restrictions in the streets closest to the activity centre would remain unchanged under this option.

This option would not comply with Council's current Parking Management Policy guidelines, given there wasn't overall majority support in these streets.

4. Conclusion

4.1 Environmental Implications

There is a minimal level of environmental impact associated with the proposed actions.

4.2 Social Implications

If any of the parking restrictions are to be removed, it would be against the wishes of the residents given the overall lack of support for the proposal. Additionally, the removal of the restrictions is likely to increase the number of parked cars in a street and potentially limit parking for residents close to their homes during the day.


4.3 Resource Implications

There are minimal resource implications if the proposal does not proceed. However, if the change was to proceed, there would be some cost for Council to organise the removal of the current 4-hour parking signs and the manufacturing of any new signs required.

4.4 Legal / Risk Implications

Given the overall lack of support for the proposal, there is some risk involved with proceeding as residents may be unhappy with the outcome.

Appendices

Appendix 1 - Feedback Summary - Cheltenham Parking Changes (Ref 20/51514)  

Author/s: Julian Birthisel, Traffic Engineer
Reviewed and Approved By: Ross Gregory, Manager Traffic and Transport
Bridget Draper, General Manager City Assets and Environment

10.9

RESPONSE TO NOTICE OF MOTION NO. 42/2019 - CR. WEST - LXRP TREE REMOVALS AND FAILURE TO REPLACE PARKING SPACES

1	Feedback Summary - Cheltenham Parking Changes.....	493
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Response Rate
24%

Overall Total	
Yes	No
16	35

Resident's Name	Resident's Address	Yes	No	Comments	
				September 2019	February 2020
[REDACTED]	[REDACTED]		1	We have a very narrow driveway and there have been previous instances of obstruction by daytime parkers even with the 4 hour limit, resulting in us being unable to get our vehicles in and out. If proceeding with this (ideally you'd keep the 4 hour limit) I'll expect as a rate payer rigorous monitoring and prompt towing off vehicles obstructing driveways even partially.	
[REDACTED]	[REDACTED]		1	I write to you in regards to the letter drop requesting feedback in relation to "Cheltenham area south of the activity centre - Proposed changes to parking conditions". I would like to provide my feedback on the above topic. I live at 13 Cameron and over the past 2 years have submitted several queries regarding parking in the area - with no response. I am very much AGAINST the proposal to extend any of the area to all day parking. As it currently stands I have difficulty getting in and out of my driveway on regular weekdays due to people parking in the street (for longer than 4 hours). The 4-hour parking is to assist local business and services attract customers by extending it to all day parking it does the opposite. When the Cheltenham station car park closed there were an additional 284 car parks opened to commuters at Southland station to accommodate people who parked at Cheltenham. Since the train station car park has closed, our street is already filling by 8am, local residents who have a permit drive to the local streets and park, but don't get fine because they have a permit displayed (and there doesn't ever seem to be a parking inspector patrolling the area - I know this as the same car parks outside our house every day - all day). Perhaps you could consider opening up the second story permit car park behind Charman road shops, above the Sunday market. Personally, my recommendation is to change it all to 2 hours parking and support local business.	
[REDACTED]	[REDACTED]		1	I would be most unhappy with making Hoffman Street all day parking, even at present it is often impossible to back out of my driveway at number 12, as people are constantly parking over the edge of the driveway. Are Council going to commit to sending out inspectors to book these drivers? It is not being done at the moment. So, no to the proposed changes to me. Ask Southland Westfield to make their car parks longer.	
[REDACTED]	[REDACTED]	1	1	I am writing regarding the changes to parking in the Cheltenham area south of the activity centre. We live on the corner of Cameron and Courtney St and often work from home so are aware of the parking situation in our area during week days. The majority of the 4hour on street parking places are taken up by people who work in the Cheltenham shopping precinct. They move their cars at lunch time from one four hour car park to another. Many of them work for the council, Centrelink and other offices close by. It's often impossible to get a park in Cameron or Courtney Sts during the working day. We don't really mind if you make the changes as we have off street parking. However, I am not sure that you will gain the effect you are after as the car spots will be taken up by these local workers who will be really happy they don't have to move their cars at lunchtime.	
[REDACTED]	[REDACTED]		1	(1) As a resident the streets are already crowded from about 8:30 onwards with the 4hr limit. Expect this will create crowding in Hoffman/Elman from much earlier - very hard to drive through (2) Competes with the shop local signs/aims during the crossing removal if people can't get parking for shopping (let alone residents and visitors) (3) P.S. how long is "temporary"? That isn't clear from the information sent. The sentence that it will be reviewed post LXR works implies otherwise.	I do not support the changes as they are currently proposed for the following reasons: 1) "temporarily" - give us an end date. Treat the residents like we matter by giving us specific information rather than vague promises 2) Your sop re marked parking bays; you can do that without changing the time-limits. Indeed, given how often people over park into our driveway (on a blind corner) it would be prudent to do this regardless of the outcome of these proposed changes 3) We're encouraged to shop locally during the LXR works, but this will reduce parking for those who want to shop locally on top of already reduced parking because the LXR works take up more space than advertised (like right now on 19 Feb, where the whole of Stanley Ave, parts of Edward St and parts of Hoffman St are closed to parking despite the advertised closure being just Stanley Av at the point where the road meets the rail (ie about 2 house blocks where there was no existing parking anyway) and only until 17 February). Who's to say future LXR works won't likewise reduce space beyond what their PR team publicise? Thank you for the opportunity to comment, I hope that you can find a way to make this palatable to residents given how much the works are impacting us in our daily lives
[REDACTED]	[REDACTED]	1		I have no objections to the proposal and commend Council for taking action on the matter. Council should continue to look for opportunities to support people to access public transport	As mentioned in my previous response in September 2019 - It is a great idea. Proceed! It is disappointing that your response rate was low; further disappointing that this caused you not to act. And even more alarming that you are actively issuing tickets in the area you propose to [illegible].
[REDACTED]	[REDACTED]		1	(1) We have a bus stop outside our house where people drop off and pick up passengers. (2) We don't have another side of the road to park on. Not supportive of the removing the 4hr restriction at this section.	

				<p>We as a family fully support all day parking in our street as proposed. We do ask, to try and alleviate any controversial parking, if lines can be marked on the road to try and stop cars parking too close to driveways. I personally have trouble reversing into my driveway when cars are parked too close.</p>	<p>Thank you for asking for our response to your plan, we appreciate the opportunity. We understand we live very close to Cheltenham Station and as such, we need to expect the need of train commuters to want all day parking in our street. We think the proposed one side of the street is great and appreciate you listening to the residents and including us, who asked if lines could be painted to help with cars parking too close to driveways. We acknowledge the proposal is temporary as stated our only concern is what the temporary time frame might look like. We are a house of four adults with four cars and a camper trailer. We currently have been allowed to hold three street parking permits. We are able to park the trailer and two cars in our property with the children's cars in the street. Come September, our current permits will expire. When I applied last year for the current permits we hold I actually went to the Council office in Cheltenham to apply for the second permit we were permitted to have. I ended up with a total of three because the customer service officer explained that there had been issues that year with the permit system and I could have as many as the previous year as a "one off". She also flagged with me that wouldn't be happening again. Reading the Kingston Council website for plans for the parking permit for the coming 12 month period I understand we will be issued with one permit and can purchase one more. My concern is that we have two cars that we always park in the street, sometimes a third. All of which can fit on our side of the road in the four hour area. If we receive only two permits in September 2020, we would have to park the third vehicle on the all-day side of the street, I will still have two children at university whose cars will be parked in the street during the day as they catch public transport. The situation would be repeated up and down the street. Further along is an adult family of five with a boat and a camper trailer. The boat and trailer are parked on the property as is one of the cars but the other four vehicles need to park in the street. Again if that family only receive two permits, the remaining cars will be forced to park in the all-day zone. Like my adult children, they are in university and often the cars are in the street during the day as they also catch public transport. The house next door to us is another example. It's a house of only two adults, but they usually park their cars in the street on and off during the day, and it's the same further along. To ensure the maximum number of resident cars are parking on the four hour zoned side, could we not be able to apply for extra permits, I personally would be happy to pay for the administration fees to do so (currently \$20). It makes sense to maximise the local residents' cars on the south side to free up the all day parking for commuters. Please understand, as a family we fully support all day parking on one side of the street, we're just suggesting you maximise the permit zone usage.</p>
			1	<p>I am opposed to changing parking restrictions for Nepean Highway Service Road. The service road is already used by trucks, cars and other vehicles as a rest stop. Removing parking will only encourage prolonged long term parking</p>	
			1	<p>I am in favour of removing the 4P 8am-5pm Mon-Fri parking restrictions and conversion to unrestricted parking. This will however need to be reviewed once the LXP works are completed. I fully support the LXP but would also like to help train travellers in finding parking spots during the construction process</p>	<p>At the moment we have cars parked outside our house all day. Council and APT employees all come out at lunch time and move their car. We are in the service lane on Nepean Highway. The main issue we have is clearance beside our driveway. As the service lane is much narrower than a street, if there is not enough room each side it's difficult for us to back our car out of our driveway. Happy to help TEMPORARILY though. Please contact ASAP to discuss placement of hockey sticks. The parking spot outside the hearing centre, cnr Elman Road and Station St, should be eliminated. It is extremely dangerous and the entrance/exit to Elman Rd is too narrow with the amount of traffic it carries.</p>
			1	<p>Parking provisions have been unbalanced with unit developments disadvantaged with parking restrictions on Page Street. My husband and I support the changes and do hope there will be permanent changes in the near future to put all page street on equal footing in regard to parking.</p>	
			1		<p>As a resident of Page Street and paying a significant amount of rates, I value the amenity of the area. It is quiet and safe due to relatively low traffic flow. This is already changing for the worse as the construction ramps up and detours are put in place. I will deteriorate further if parking restrictions are removed - NO!</p>
			1	<p>I agree but for the duration of the LXP works. Page Street is already narrow, congested and a thoroughfare and will be worse once all the units are completed. Restrictions need to be in place to allow residents to navigate into driveways safely</p>	
			1	<p>We have 2 cars ourselves and a number of cars who visit us regularly and struggle to find space as our neighbours on both sides park in the street. 3 houses are being built opposite our house now as well as park renovations upcoming which will create less parking spaces for resident parking. If you remove these signs it invites the public to abuse this space.</p>	
			1	<p>We support the proposed changes to the local area parking conditions in the proviso that Eden Street is not used as a truck haulage route</p>	
			1	<p>It is difficult for residents and visitors to get a parking spot out front of the home. With less turnover of parking spots under this proposal, it will become even more difficult to obtain a spot. Cars will sit there from morning to night from commuters to the city by train</p>	
			1	<p>We vehemently oppose the proposed change. This is going to make it near impossible to get out of the driveway with daily commuters squashing in as much as they can. As a resident with an original crossover/driveway entry that is narrower than what the council now impose it makes the task of getting in and out (which we do multiple times a day) impossible with cars parked opposite and adjacent - which is what commuters will do for the day. Please seriously consider current rate payers concerns</p>	<p>The online survey link in the latest information bulletin (Feb 2020) is incorrect. Whilst we appreciate the suggestion that parking bays would be marked we are still incredibly concerned about the impact of the suggested parking changes. Currently the street is very difficult for entry and exit to the driveway with cars parking very close to the driveway on the 4P side. Our driveway is narrower than the current council regulations and as such with cars opposite all day and cars up to the drive for our house it makes it very difficult to enter/exit. As a family with young children and one with disabilities we are in and out often during the day for appointments. A busier street will add to the complexity of leaving the house. If the council were to alter our driveway crossover to meet current council regulations we would feel more comfortable with the proposed parking changes. Jodie and Richard Stevens 6 Hoffman Street, Cheltenham</p>

			1	I would like to request you to not remove the 4P parking restriction. Cameron Street is a nice little street which if people will start parking their cars for the whole day (to get to the train station) will ruin the homely feel of the street.	I am unhappy with the proposal to remove parking restrictions on Cameron Street as the street is a narrow one and already has a lot of parked vehicles throughout the day. Any increase in the number of parked vehicles will congest the street even more. This can increase the chances of accidents by creating chaos and will bother the residents with so many parked vehicles around. I request you to visit the street during the daytime and reassess this proposal.
		1		Considering the closure of parking at the Chelt Station I think the proposed parking suggested in your sketch is acceptable. Yes.	
			1	We do not want unrestricted parking on the north side of Tuck Street. Please retain 4P 8am-5pm Mon-Fri.	I oppose any changes to existing parking conditions
			1	The changes to Tuck Steet are not supported. All day parking will be to the detriment of residents who will not be able to park in the street. There are many tradies in the street (including my son) who would not have access to parking until way after 6pm. This arrangement should not proceed and LXP should have arranged additional car parking but not in local streets.	
			1	I live on the north side of Cameron Street (number 5) which is located within the Cheltenham Activity Zone precinct 6. I am considerably concerned about the proposed relaxation of parking limits in my street, particularly when no indication is provided of any time frame during which these changes will actually remain in place. I have for some time considered complaining to council to push for a reduction to 2 hour parking at the western end of Cameron St due to the parking intensity at this end of the street during office hours. During office hours the western end of Cameron St is frequently completely full of parked cars of which the great majority are people working in the Cheltenham shopping strip. They are regulars and the cars are recognisable. At midday they move their cars across the road, around the corner etc to avoid exceeding the 4 hour limit. I would suggest there are few if any rail travellers parking in the street. Removing the 4 hour limit will almost certainly result in capacity use of available parking all day in those areas. The proposal seems to be directed at increasing parking for rail commuters during the crossing removal works. It is obvious that decreasing the limits in already heavily utilised parking areas makes no sense and council should study the current situation rather than arbitrarily putting coloured lines on maps. Find out which areas are currently underutilised. The limits were introduced when there became a need after the closure of the Stanley St parking area. If the outcome is to increase available parking for railway commuters it would make sense to remove the restrictions from areas that are currently underutilised, not to increase demand in an area that already is heavily used within the current 4 hour limit areas. This does not make sense. At present the cars parking in Cameron St frequently park very close to my driveway and cause me considerable difficulty getting in and out of my driveway, especially as there are cars parked across the road as well. This is exasperated when I need to get my work trailer in or out of my property. Any relaxation of the parking time limits will without doubt create an environment where these issues are amplified. These changes are related to the rail works associated with the rail crossing removal. As the railway parking areas have now been closed since the 8th of August it would be safe to say that the rail commuters needing to park their cars would have already found alternate arrangements for their commute in relation to car parking. Also the railway will be closed for several months next year when the major works occur. The need for increased parking will be absent until after this time when the railway and Cheltenham station have reopened following the crossing removal. In fact this will create a circumstance of there being a reduced requirement for parking from now until then. Should the reduction on restrictions proceed will I be compensated for the inconvenience? My rates reflect the value of my property and factor in the location and parking. I have residential parking permits but would not be able to park in front of my property due to the reduction in limit. As it is, I rarely can.	I live on the north side of Cameron St which is located within the Cheltenham Activity Centre Zone precinct 6 and I say no to these proposed changes. As my home is in AC21, is not the roadway on my side of my property also in the AC21? Is it the intention to include the roadway within the Activity Centre Zone in this proposal? Aside from this anomaly I am very concerned about the proposed relaxation of parking limits in my street, particularly when no indication is provided of any time frame during which these changes will actually remain in place apart from 'temporarily' stated in this second survey flyer. Without a firm commitment with dates to this temporary change I will not agree. The 4 hr limits were introduced when there became a need after the closure of the Stanley St parking area used by rail commuters. If the outcome is to increase available parking for railway commuters it would make sense to remove the restrictions from areas that are currently underutilised, expand rail parking in precinct 5 and not increase demand in an area that already is heavily used within the current 4 hour limit areas. This does not make sense. At the council meeting of 26 Aug '19 Cr West put forward the proposal; 'consult with residents about removing the four-hour parking restrictions from one side of the roads south of Cheltenham Activity Centre that currently have restrictions on both sides of the road in order to provide more all day parking'. Again, at the council meeting of 9 Dec '19 Cr West emphasises that this is a trial towards introducing permanent change to the parking restrictions. The survey is misleading in not stating this. The planning scheme AC21 precinct 5 is specifically titled Railway Parking. The first 2 objectives of this precinct are: - Rationalise car parking in proximity to Park Road and the railway line. Provide for a new multi deck car park designed with careful attention to the material used to clad the car park in its high profile location. This proposal does not reflect these objectives but rather is attempting to circumvent them. Where is the council proposal for this multi deck station car park in Precinct 5? I have for some time considered complaining to council to push for a reduction to 2 hour parking at the western end of Cameron St due to the parking intensity at this end of the street during office hours. At present the western end of Cameron St is frequently completely full of parked cars of which the great majority are people working in the Cheltenham shopping strip, the council building and the like. They are regulars and the cars are recognisable. At midday they move their cars across the road, around the corner etc. to avoid exceeding the 4 hour limit. This level of parking has now increased with the rail works tradesmen. I would suggest there are few if any rail travellers parking in the street. Removing the 4 hour limit will almost certainly result in capacity use of available parking all day in those areas. Cr West's statement at the meeting of 9 Dec '19 that you could 'fire a canon down the streets and not hit anything' is so wrong it is ridiculous. Now that the railway works have commenced along Edward, Hoffman and Stanley Sts, the workers are also using Cameron St and adjacent streets to park their vehicles putting more pressure on these parking spaces. This will no doubt continue until the completion of the railway works in mid-2021 when the Cheltenham project is due for completion. The survey proposal leads us to believe it is directed at increasing parking for rail commuters during the crossing removal works however it is actually earmarked as a trial for permanent change. It is obvious that decreasing the limits in already heavily utilised parking areas makes no sense and council should study the current situation rather than arbitrarily putting coloured lines on maps. It is obvious that the answer is to expand rail parking in precinct 5. The residents should not be expected to provide parking for PTV commuters (the reason the limits were introduced in the first place). Cars parking in Cameron St frequently park very close to my driveway and cause me considerable difficulty getting in and out of my driveway, especially as there are cars parked across the road as well. This is exasperated when I need to get my work trailer in or out of my property. Any relaxation of the parking time limits will without doubt create an environment where these issues are amplified. The proposed implementation of 'hockey stick' parking lines is welcome but overdue. The survey infers that these are to be temporary changes whilst the rail works associated with the rail crossing removal are in progress (contrary to the motion of Cr West for permanent change). As the railway parking areas have now been closed since the 8th of August 2019 it would be safe to say that the rail commuters needing to park their cars would have already found alternate arrangements for their commute in relation to car parking. Cheltenham Station will be closed from May 23rd until late 2020 with the estimated project completion in mid 2021. The need for increased parking will be absent until after this time when the railway and Cheltenham station have reopened following the crossing removal. In fact from now until then this will create a circumstance of there being a reduced requirement for parking. Any survey/trial conducted now will not reflect the conditions expected at the completion of the rail works and will be useless as a guide for the proposed permanent change. Should the reduction on restrictions proceed will I be compensated for the inconvenience? My rates reflect the value of my property and factor in the location and parking. I have residential parking permits but would not be able to park in front of my property due to the reduction in limit. As it is, I rarely can.

<p>[REDACTED]</p>	<p>[REDACTED]</p>	<p>1</p>	<p>We strongly oppose the removal of the 4 hour parking restrictions in Tuck street and surrounding streets. The average household has 2-3 cars and their driveways have insufficient space to accommodate them forcing residents to park on the street, by removing the restrictions their will be insufficient space for residents as well as the additional new cars parking there thus denying residents the right to park outside their own home.</p> <p>Also due to the recent construction of the highrise apartments in Cheltenham those residents have been allocated insufficient car parking spaces and therefore have been forced to seek out parking in the surrounding streets thus contributing to congestion in the area</p> <p>The streets are too narrow to have cars fully parked on both sides and therefore there is simply no more room for the additional cars that the removal of the current restrictions would entail. We therefore oppose any change to the current parking in Tuck street</p>	<p>We absolutely oppose the removal of the 4 hour parking restrictions. Traffic in these streets has been chaotic since the work began with the added vehicles and trucks associated with the works. Combined with the road closures and detours the amount of traffic in the area has increased dramatically. The streets are too narrow to accommodate all the heavy trucks driving around and added cars would make it untenable. The station car park has been closed for some time now and commuters have found alternative parking, therefore let them continue to park there rather than bringing them back here to add to the massive congestion.</p>
<p>[REDACTED]</p>	<p>[REDACTED]</p>	<p>1</p>	<p>As residents of Hoffman Street, Cheltenham, we strongly object to the proposed change to parking conditions in our street as it is too narrow to accommodate an increase in the number of cars parking here (especially if they are parking all day so there's no chance of movement during the day). Currently we often experience difficulties reversing out of our driveway when the cars are parked on both sides of the street. At best, this necessitates having to keep inching forward and back in the street between parked cars until we can successfully exit our driveway. At worst, we cannot leave at all and have to try to locate drivers to ask them to move. If commuters are parking here all day, are we expected to just stay in our house all day if they block us in? How are we expected to explain to our employers or our daughters school (where she is a VCE student)? If commuters were to be given all day access to parking on one side of Hoffman Street, the drivers who normally park within the 4 hour time limits or who are local residents, would be forced to park on the other side, leaving us with significantly narrowed free space between the two rows of parked cars, thus only allowing single lane traffic. There is potential for drivers to have to wait for oncoming vehicles to travel the entire length of the street before being able to proceed themselves. We understand the need for increased parking options for commuters during the LXP, but feel that if you are going to open up local streets to all day parking, it needs to be limited to where the issues highlighted above will not have such a significant impact.</p>	<p>I am genuinely dumbfounded that the same proposal to change parking restrictions in Hoffman Street and other neighbouring streets is being presented to residents yet again! I can only assume that you've never actually visited the streets your proposal will impact, but have simply looked at a map and selected streets immediately around the LXP works at Cheltenham Station. If you had visited Hoffman Street and the other streets in which you propose to make changes, you would have realised that none of them has the capacity to accommodate extended parking. As it is, we struggle to get up and down the street (please refer to the image below, taken on a typical day in Hoffman Street). With cars already parked on both sides of the street and only occasional passing points, we are left with a single lane for traffic that runs pretty much the length of the street. We are already struggling to leave our properties without having to make several manoeuvres around parked cars, and then spend considerable additional time just getting from one end of the street to the other. This was a point I raised in my previous objection ("There is potential for drivers to have to wait for oncoming vehicles to travel the entire length of the street before being able to proceed themselves") and regrettably it has already become a reality. Then let's add into the mix the large trucks and other works vehicles that thunder up the street, some of them barely able to fit between the parked cars! Whilst these clearly have to be here to support the LXP works, it would be hazardous to further limit the space available for them to travel in. And to complete this particular part of my objection, we have the 'dog leg' at the end of Hoffman Street where the road width is barely two cars anyway - since the works began, there have been several near-misses as cars coming around the corner from Elman Road overtake parked cars on the east side of Hoffman Street and suddenly find themselves face-to-face with cars coming the other way. If you remove the restrictions on the west side of Hoffman Street, this becomes even more of an issue. Added to this is the challenge of Hoffman Street being part of the detour route around the closures in Stanley Avenue and the top end of Edward Street - Council does not get to double-dip! You have already significantly increased traffic travelling through these local streets - don't think you can amend traffic conditions to the detriment of residents twice in the same streets! And, by the way, the word 'detour' seems to translate to many of these drivers as 'get round the amended route as quickly as possible' - I've already come close to being hit on two separate occasions as drivers hooped around the corner and up the street while I was trying to back out of my driveway (hampered by significantly obstructed vision due to parked cars!). The final comment I made when I last submitted objections to your proposed changes to parking still applies - "...if you are going to open up local streets to all-day parking, it needs to be limited to wider streets where the issues highlighted above will not have such a significant impact." Why should local residents in Hoffman and neighbouring streets be singled out for both significant inconvenience and, more importantly, increasingly hazardous conditions when there are other streets in the area that have the width to accommodate increased car parking without leading to potential danger? However, your whole proposal does raise the question of the need for these changes to parking restrictions anyway. The station car park has been closed for some time and commuters seem to have found alternative places to park since then so there's clearly no need for any more commuter parking especially with Cheltenham Station due to close shortly for an extended period anyway! Not only is removing parking restrictions in Hoffman Street and in neighbouring streets unnecessary, it is also not feasible.</p>

					<p>This feedback is in two parts: parking and general issues with local road conditions.</p> <p>1) Proposed changes to parking conditions:</p> <ul style="list-style-type: none"> - Changing parking to unlimited is unnecessary because: <ul style="list-style-type: none"> o There are 284 free all-day parking spaces for rail passengers over two locations at Westfield Southland o Cheltenham station is closed for several months so only people who commute by car to Cheltenham will benefit during this period (such as Kingston council staff who work at the head office at 1230 Nepean Hwy). o The station car park has been closed for some time and commuters seem to have found alternative places to park since then so there's clearly no need for any more commuter parking. - It is likely that all day parking will mean more cars being parked in our street with driveways being partially blocked. Hockey sticks markings have been suggested to address parked this. However, it is unlikely that this will be enforced based on previous experience. - When I called the council to complain about vehicle blocking my driveway I was told nothing could be done. - Not only is removing parking restrictions in Hoffman Street and in neighbouring streets unnecessary, it is also not feasible without creating a more hazardous situation. <p>2) General issues:</p> <ul style="list-style-type: none"> - With cars already parked on both sides of the street we are left with a single lane for traffic through our street. When we leave our driveway several manoeuvres are required around parked cars to get out. - Large trucks and other works vehicles pass through our street at speed and trucks have been using our street as a waiting zone before they deliver their load to the LXP works. This is a hazard that should not be permitted. - There have been several near-misses as cars coming around the corner from Elman Road overtake parked cars and have to stop suddenly as they come face-to-face with cars coming the other way. If you remove the restrictions on the west side of Hoffman Street, this becomes even more of an issue. - The detour route around the closures in Stanley Avenue and the top end of Edward Street has significantly increased traffic travelling through Hoffman St again at speed, endangering pedestrians including young children. I have nearly been hit several times as drivers drive around the corner and up the street too fast while I was trying to back out of my driveway (not helped reduced visibility due to parked cars!). I strongly suggest that the road speed is reduced to 40kph and that this is actually enforced. <p>Thanks for the opportunity to provide feedback</p>
			1	<p>I strongly disagree with the use of local residential streets for all day parking in an effort to accommodate commuters displaced by the LXP in cheltenham/Mentone. I believe that residential locals are already impacted by these works and this is a further "ask" of residents living in walking distance of the projects. I would like to be able to park outside my home or at least close by to it rather than have this space used to cover for the state governments pro planning for interim car parking during the LXP's. Access for locals living off the one way service road on Nepean Highway is not as simple as just parking on the other side of the road, it will make vehicle movements more (illegible). Maybe LXP could prioritise their own car park works</p>	
			1	<p>Our street is already overly congested. I opposed this in September and I still oppose these changes. Everybody who lives here has accepted enough of the crazy parking already at 4hrs. Do NOT make it all day. We pay our rates to.</p>	
			1	<p>I understand the need for additional parking however this needs to be considered along with other changes to the use of the roads. The current closure of the level crossing in Cheltenham Village has led to increased traffic using these streets, linked with the closure of Edward Street / Stanley Avenue there are too many cars using these streets as 'rat runs'. If all day parking is introduced on these streets then they will effectively become passable for cars in one direction only, I don't see this as working and will create significant congestion in the area. I have already seen this impact at the intersection of Bruton Avenue and Latrobe Street. If there were no closures to the level crossing on Charman Road and the surrounding area then this could potentially work but given the increased volume of traffic in this area I can only see it leading to unmanageable congestion.</p>	
			1	<p>I disagree to the proposed changes. We live in Tuck Street and find it difficult enough as it is to find a park on the street. We have a family of five all of whom drive together with neighbours being in the same situation, If the changes are made then should be provided with resident parking at no cost and no inconvenience ie posted to the household without having to reapply.</p>	
			1	<p>They are free to come any time.</p>	
			1	<p>We live in 5 Tuck Street, on the corner of Hoffman and Tuck Street. I understand that it is difficult for commuters to find parking. But currently we are living in a situation with Edward Street closed and Hoffman Street is the main throughfare. We are finding out how narrow these side streets are with cars parked on both sides and travelling in both directions. I know this is for a limited time frame but it has shown me how congested these little streets can become. If you implement the proposed plan you must ensure there are passing places at least half way down each street. Personally, I would prefer all day parking on one side of the streets running N-S eg Hoffman, Courtney, Edward, with the other streets following your plan.</p>	
			1	<p>After construction has started closing road on Stanley Avenue and Hoffman Street, Elman Road is very busy. The road can still can park both side, so if cars is coming from front, I can't go forward. Can you please consider about Elman road timed parking restrictions on one side.</p>	
			1	<p>We live in Hoffman Street and are ok with the proposed changes except when the street is used as a detour as it has been this month with Stanley Street closed. The street is too narrow. Also where Elman meets Cameron/Hoffman and Elman meets Station St gets very congested with the detour and parking should be no standing at these corners.</p>	

[REDACTED]	[REDACTED]		1		<p>I am strongly opposed to changes to the parking conditions. The area mentioned has narrow streets, not intended for 3 car (2 on the sides and 1 passing in the middle). This makes it very dangerous to drive, walk and especially cycle in the area. Lots of school kids are walking by themselves to the local primary school alone, and that is extremely dangerous at the moment. With all the detours in place, we have a constant stream of cars driving very fast and in Hoffman street, and not stopping at Tuck Street to turn into Edward Street. I take Tuck street on a daily basis and in it is shocking how many times I have narrowly escaped an accident, due to through traffic speeding and stopping at the intersections.</p> <p>The corner in Tuck Street is totally unsuited for unrestricted parking - as it is difficult to pass around that bend in the road, a full street of cars will make it impossible. Courtney Street is a narrow street and totally unsuited for 3 cars. At the moment there are always cars parked in the street (parked for the whole day although there is a 4 hour restriction?) and I struggle to get out of my own driveway (4 Courtney Street). I have two cars parked in front of my house, and it is almost impossible to enter my driveway with a car taking up half a meter of my driveway. And then another car parked right opposite my driveway on the street. I have been to Moorabbin Station in the last month, looking for parking due to the closure of Cheltenham railway station, and it was impossible to find parking around the station for more than 2 hours. I do not see the need to change our parking conditions to unrestricted, but Moorabbin, which is a big hub for the railway lines, has 2 hour parking in the whole suburb. I have tried Sandringham as well, and there is also no all day parking available in any of the streets surrounding the station, in a very large radius. If any changes are proposed, I would think it should be to change the 4 P to 2P to be more consistent with the surrounding suburbs with railway lines.</p>
[REDACTED]	[REDACTED]		1		<p>Because of the rail works and the closure of Charman Road and Stanley Ave, Hoffman St and Tuck St has become a rat run for traffic access Latrobe Street via Edwards Street. As a consequence there has been a significant increase in traffic especially between 7am and 7pm making it difficult to safely move around the neighbourhood. Instead of the proposed all day parking on one side of Hoffman Street and retaining the 4 hour restriction on the other side we'd like to strongly recommend that the strategy used in Latrobe Street, with No Standing 7am-7pm, opposite restricted parking areas be applied to Elman, Hoffman and Tuuck Street, thus improving traffic flow and safety, and maintaining the public amenity that has been, and will continue to be impacted upon until the rail crossing is complete. Traffic to and from the library car park in Stanley Avenue is using Farlam Lane to access Elman Road. Where the lane enters Elman Road there is no Stop, Give Way or pedestrian awareness alert sign, which means walkers young and old are at risk. Something needs to be done here. When leaving Elman Road to enter Station Road we have to give way to traffic in Station Road. We also face traffic leaving a carpark who have neither a Stop or Give Way sign to consider and this creates a potentially dangerous situation. Who in fact has right of way in this situation.</p>
[REDACTED]	[REDACTED]		1		I do not agree with the changes. 'Hockey Sticks' do not necessarily prevent cars from obstructing driveways
[REDACTED]	[REDACTED]		1		As residents of Cameron Street we strongly oppose your proposed parking changes. We feel that the proposed changes will impinge greatly on the residents and as we are the rate payers our needs and concerns should be paramount.
[REDACTED]			1		How long is 'temporary'? Is it worthwhile? Agree with the proposed changes however [illegible] in the road. But Tuck Street should remain restricted for safer passage through the street.
[REDACTED]	[REDACTED]		1		I strongly object to the changes for the following reasons: 1) I find it difficult reversing out of my driveway due to too many parked cars. 2) There is a new park in the street. There will need to be more short term parking NOT less. More permanent parking will increase congestion and dangerous for children.
[REDACTED]	[REDACTED]		1		I believe the proposed changes will cause congestion to the current quiet areas of our neighbourhood. It's bad enough now on areas of Edward St that are unrestricted. Cars are jammed packed along the street to the point there is very little visibility when turning onto Edward Street, making it very unsafe. This issue would then be the same for the proposed areas
[REDACTED]	[REDACTED]		1		Disagree with the proposed solution. Is a bandaids, there needs to be a structural solution to this parking problem. These quiet streets are already too full with parked cars, adding more is just ridiculous!! Utilise vacant blocks and remove parking restrictions from garage near station.
[REDACTED]	[REDACTED]		1		We don't mind the changes as our section of Edward Street has all day parking anyway. We would like to request though that line marking are also installed for our property. We have consistently been having people blocking parts of our driveway.
[REDACTED]	[REDACTED]		1		I would be happy with the proposed changes - as we live in Eden St and often can't park outside our house because of the restrictions in surrounding streets.
[REDACTED]	[REDACTED]		1		Totally opposed to any change. The roads are too narrow for parking on both sides, policing of existing restrictions is non-existent. Residents fought a long battle with Council to get current situation - Leave sttus quo. Ridiculous proposal!
[REDACTED]	[REDACTED]		1		Object to the notion larely on the basis of security. We've had a few break ins along our street (Tuck Street) and having more cars around is less of a deterrent.
[REDACTED]	[REDACTED]		1		Currently Stanley Avenue is closed - This has led to Hoffman Street being used by trucks and many other vehicles - which of course will be temporary. However, at my corner an accident is waiting to happen with cars parked on either side and traffic speed around corners, then the screeching of brakes as there is insufficient room for two cars due to cars parked, lawfully, on the bend. So allowing unrestricted parking would only exacerbate that situation. The traffic management in this area is poorly thought out with numerous 'road rage' incidents. Sometimes I sit in my lounge awaiting the crashing of metal, hoping no one gets hurt, including myself being in such close proximity to the road. I would suggest at this bend the removal of parking on the Nepean Highway side, at least to allow two cars to pass or trucks without having to stop due to parked cars. Additionally, many cars hoon around this bend at speed! And my apologies if I seem alarmist - just concerned.
[REDACTED]	[REDACTED]		1		I recently had a car accident on my street when I was driving out of my driveway with residents having extra cars plus cars parked in the street all day its become very hazardous and the proposed changes will even cause more problems

			1	<p>I write in response to your request for feedback regarding the proposed change to parking conditions in the Cheltenham area, south of the activity centre. Council obviously have taken no notice of the responses to your previous request for feedback. To quote volatile tennis player John McEnroe "you cannot be serious". The proposal mentions "temporary", however, does not provide a specific time period, ie: a designated start and finish date for this supposed "temporary" period. Without the specification of a designated time period, this situation could continue ad infinitum. Given propensity to ignore the feelings of ratepayers [widening of Beach Road] and accede to those that provide the largest brown paper bag, nothing would surprise. Your bulletin indicates that hockey stick line markings will be installed over the next 4-6 weeks. This indicates that the decision on amending parking restrictions may have already been made. Please confirm whether or not this is the case. Since the closure of Edward Street to accommodate level crossing works, Hoffman Street has become the major thoroughfare for through traffic, resulting in significantly increased traffic flows at all hours of the day, significantly disrupting the resident's enjoyment of a quiet suburban lifestyle. Any change to the current parking restrictions that has the potential to increase the number of vehicles parked in Hoffman Street on an elongated basis will result in potential gridlock in the street. I myself have observed several instances of this recently in other streets (Cameron Street and Elman Road). There have in fact been collisions as a result of the current arrangements. It seems to have been conveniently forgotten or ignored that it is the residents in these streets that pay not insignificant amounts in rates to council. It is therefore incumbent upon council to do what the residents ask, not pander to the whims of people that use the suburb as a stopping point on their daily journey. We, the ratepayers pay your wages, do what we damn well tell you.</p>
			1	<p>I do not agree with the proposed changes to parking conditions. Thank you for your continuous effort to improve the traffic conditions in this area.</p>
			1	<p>No thank you. Cameron is usually full of parked cars. The driveways have been blocked, so please paint all the driveways, Courtney, Cameron, Tuck Edward, Holmby, Elman and Hoffman with white lines and to keep clear of rubbish bins so the Council can empty bins.</p>
RJ			1	<p>It would possibly be better to create more permanent parking at other stations to ease the Cheltenham problem - and as the population increases there will be a greater demand for parking at all stations. Just look at the problem with commuter parking in Parkdale.</p>

11. Corporate Services Reports

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 11.1

ASSEMBLY OF COUNCILLORS RECORD REPORT

Contact Officer: Gabby Pattenden, Governance Officer

Purpose of Report

To provide copies of the Assembly of Councillors records in line with Section 80A of the Local Government Act 1989 to support openness and transparency of Governance processes.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council note the contents of this report for the public record.

1. Executive Summary

This report contains records for all meetings defined as an Assembly of Councillors under Section 80A of the Local Government Act 1989, (the Act).

2. Background

The Act requires that Assembly of Councillors records are reported to the next possible meeting of Council. This seeks to promote openness and transparency of Council decision making and to place on public record any declarations of direct or indirect interests by Councillors.

3. Discussion

3.1 Council Plan Alignment

Goal 5 - Our well-governed and responsive organisation

Direction 5.1 - Support decision making to provide an efficient and effective council which embodies the principles of democracy

The reporting of Assembly of Councillors meets the requirements of the Act and is critical to Direction 5.1.

3.2 Consultation/Internal Review

Not applicable to this report.

3.3 Operation and Strategic Issues

3.3.1 Legislative Requirements

As prescribed by section 80A of the Act, the written record only needs to be a simple document that records:

- The names of all Councillors and staff at the meeting;
- A list of the matters considered;
- Any conflict of interest disclosed by a Councillor; and
- Whether a Councillor who disclosed a conflict leaves the assembly.

A standard Assembly of Councillors form will be used as the record for the purposes of the Act. These form the appendices to the report. At times, however to avoid duplication, minutes of some meetings may be attached as the record of the Assembly if they include the required information, including disclosures.

Section 80A of the Act requires a Councillor attending an assembly to disclose a conflict of interest and leave the room whilst the matter is being considered.

This requirement is explained in further detail in Practice Note No. 6 Assemblies of Councillors which was authored by Local Government Victoria. This Practice Note advises that unlike Council meetings, it is not necessary for a Councillor to disclose any details of the conflict of interest. It is sufficient to just disclose that the conflict of interest exists and this is all that should be recorded.

The rationale behind this limited requirement is to protect Councillors' privacy. In Council or Special Committee meetings, Councillors have an option under the Act to disclose a conflict of interest in writing to the CEO, which allows for the nature and type of the conflict of interest to remain private. The Act does not provide this option in relation to Assemblies of Councillors and thus Councillors are only required to disclose the existence of a conflict of interest and not the nature and type of interest at an assembly.

4. Conclusion

The report is provided in line with Section 80A of the Act which requires that the record of an assembly must be reported to the next practical Ordinary Meeting of Council and recorded in the minutes of that meeting.

4.1 Environmental Implications

Nil

4.2 Social Implications

Tabling Assembly of Council records supports disclosure and transparency of Council operations.


4.3 Resource Implications

Nil

4.4 Legal / Risk Implications

Reporting Assemblies of Councillors to Council meets the legislative requirement contained in section 80A of the Act.

Appendices

Appendix 1 - Assembly of Councillors Record - Planning CIS - 2 March 2020 (Ref 20/62993)  [↓](#)

Appendix 2 - Assembly of Councillors Record - 10 March 2020 (Ref 20/63002)  [↓](#)

Appendix 3 - Assembly of Councillors Record - 16 March 2020 (Ref 20/63012)  [↓](#)

Author/s: Gabby Pattenden, Governance Officer

Reviewed and Approved By: Phil DeLosa, Manager Governance
Paul Franklin, General Manager Corporate Services

11.1

ASSEMBLY OF COUNCILLORS RECORD REPORT

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Assembly of Councillors Record

This Form MUST be completed by:

- (i) The appropriate attending Council Officer or;
- (ii) Chairperson of any Council Advisory Committee where there is no Council Officer present and returned IMMEDIATELY to the Manager Governance for filing.

Assembly details:

Date: 2 March 2020

Time: 5.45pm

Assembly Location: 1230 Nepean Highway, Cheltenham

Assembly Reason: Planning Councillor Information Session

Attendees:

Councillor/s:

Cr Georgina Oxley (Mayor)
 Cr Tamsin Bearsley (6.21pm)
 Cr Ron Brownlees OAM
 Cr Geoff Gledhill
 Cr George Hua
 Cr Steve Staikos
 Cr Rosemary West OAM (6.05pm)

Officer/s:

Julie Reid, Chief Executive Officer
 Mauro Bolin, General Manager Community Sustainability
 Paul Franklin, General Manager Corporate Services
 Bridget Draper, Acting General Manager City Assets and Environment
 Jonathan Guttman, General Manager Planning and Development
 Phil De Losa, Manager Governance
 Emily Scopel-Reed, Governance Administration Officer
 Rita Astill, Team Leader Strategic Planning
 Tara Bell, Place Manager
 Emily Boucher, Team Leader Environmental Planning
 Michelle Devanney, Communications Advisor
 Ross Gregory, Manager Traffic and Transport
 Steve Lewis, Manager Community Buildings
 Jeremy Hopkins, Team Leader Statutory Planning
 Paul Marsden, Manager City Strategy
 Ian Nice, Manager City Development
 Jennifer Pippo, Team Leader Statutory Planning
 Jennifer Roche, Team Leader Statutory Planning
 Helen Scott, Principal Environment Officer

Guests

Lisa Riddle, Ethos Urban
 Adam Maguire – Project Director, Southern Program LXP
 Andrew Brenchley – Deputy Program Director, Southern LXP
 Belinda Ainley – Senior Manager Land Planning and Environment LXP
 Trinity O'Rourke – Deputy Director, Stakeholder Relations & Communications LXP

Assembly of Councillors Record

This Form MUST be completed by:

- (i) The appropriate attending Council Officer or;
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Apologies:

Cr Tamara Barth
Cr David Eden

Matter/s Discussed:

- 1 Apologies
- 2 Declaration by Councillors, Officers and Contractors of any Conflict of Interest
- 3 Notes of CIS of 17 February 2020
- 4 Individual Ward Briefings
- 5 Councillor Weekly Update and Executive Updates
- 6 Planning Delegations Policy Emails - February 2020
- 7 Planning Compliance in the Green Wedge - February 2020
- 8 Draft Agenda - Planning Committee
 - 4.1 KP-2016/97/B - 123 & 125 Como Parade East, Parkdale
 - 4.2 KP-2018/385 - 2, 4 & 6 Horscroft Place Moorabbin
 - 4.3 KP-2018/317, 1-5 Maude Street, Cheltenham
 - 4.4 KP-2017/149 - 13-15 Taylor Street Moorabbin
 - 4.5 KP-2018/289 - 1 Station Street, Mentone
- 9 LXP Briefing
- 10 Housing Strategy and Neighbourhood Character Study
- 11 Draft Social and Affordable Housing Strategy
- 12 Moorabbin Activity Centre West Precinct - Draft Urban Design Framework - Community Consultation
- 13 Horscroft Place Urban Design Analysis
- 14 Integrated Water Cycle Strategy Refresh
- 15 Urban Cooling Strategy - Consultation Feedback and Updated Strategy
- 16 CON-19/55 Award of Contract - Concierge Services
- 17 Response to Notice of Motion No. 36/2018 - Cr. Eden - Native Tree Vouchers - Project Update
- 18 Actions from the 2020 Councillor Workshop
- 19 Outcomes of Ward Committee Meeting - December 2019 and Next Meetings
- 20 Report on Legal Advice
- 21 Invitations

Conflict of Interest Disclosures:

Did senior officer present ask for disclosure of Conflicts of Interest? Yes

Councillor Disclosures: (refer 2 over page). Nil

Record if a Councillor left the meeting during the discussion.

Officer Disclosures: (refer 4 over page) Nil

Completed by:

Gabrielle Pattenden

Date:

3 March 2020

Assembly of Councillors Record - Any record of an Assembly of Councillors is reported at next practicable Council meeting and recorded in the Minutes.

Requirements and explanation:

1. Section 80A(1) and (2) Officer Requirements (re Written Record to be made of disclosure of Conflicts of Interest):

Section 80A(1) and (2) of the Local Government Act 1989, stipulates:

- "(1) At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:
- (a) the names of all Councillors and members of Council staff attending,
 - (b) the matters considered,
 - (c) any conflict of interest disclosures made by a Councillor attending under subsection (3),
 - (d) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."
- (2) The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable-
- (a) reported at an ordinary meeting of the Council; and
 - (b) incorporated in the minutes of that Council meeting."

2. Section 80A(3) and (4) Councillor Requirements (re Conflict of Interest):

Section 80A(3) and (4) of the Local Government Act 1989, stipulates:

- "(3) If a Councillor attending an assembly of Councillors knows, or would reasonably be expected to know, that a matter being considered by the assembly is a matter that, were the matter to be considered and decided by Council, the Councillor would have to disclose a conflict of interest under section 79, the Councillor must, at the time set out in subsection (4), disclose to the assembly that he or she has a conflict of interest and leave the assembly whilst the matter is being considered by the assembly. Penalty: 120 penalty units.
- (4) A Councillor must disclose the conflict of interest either-
- (a) immediately before the matter in relation to which the Councillor has a conflict of interest is considered; or
 - (b) if the Councillor realises that he or she has a conflict of interest after consideration of the matter has begun, as soon as the Councillor becomes aware that he or she has a conflict of interest."

3. Section 3(1) definition:

"**Assembly of Councillors**" (however titled) means a planned or scheduled meeting of at least five Councillors and one member of Council staff, or an advisory committee of the Council where one or more Councillors are present which considers matters that are intended or likely to be:

- the subject of a decision of the Council; or
- subject to the exercise of a function, duty or power of the Council that has been delegated to a person or Committee; or

but does not include a meeting of the Council, a Special Committee of the Council, a club, association, peak body, political party or other organisation."

Brief Explanation:

Some examples of an *Assembly of Councillors* will include:-

- Meeting / briefing of five Ward Councillors;
- Advisory committee or Village Committee Meeting where 1 or more Councillor is present
- Other Councillor briefing sessions;
- Budget discussions;
- Workshops re key Council priorities;
- Site inspections / preliminary planning conferences;

providing **at least five Councillors and one Council Staff member is present** and the matter/s considered are intended **or likely to be** subject of a future decision by the Council **OR** an officer decision under delegated authority.

As a matter of good practice, it would be considered exceptional not to deem any scheduled / planned meeting of five or more Councillors and an officer/s as an Assembly of Councillors. If you require further clarification, please call the Governance team.

4. Section 80B Officer Requirements (re Disclosure of Conflicts of Interest):

A member of Council staff who has a conflict of interest in a matter in which they also have delegated power, duty or function must:

- not exercise the power or discharge the duty or function; and
- disclose the type of interest and the nature of the interest to the Chief Executive Officer, in writing, as soon as he or she becomes aware of the conflict of interest in the matter, including those situations when the Officer is exercising a statutory power or duty of the Chief Executive Officer.

Assembly of Councillors Record

This Form MUST be completed by;

- (i) The appropriate attending Council Officer or;
- (ii) Chairperson of any Council Advisory Committee where there is no Council Officer present and returned IMMEDIATELY to the Manager Governance for filing.

Assembly details:

Date: 10 March 2020

Time: 5.45pm

Assembly Location: 1230 Nepean Highway, Cheltenham

Assembly Reason: Strategic Councillor Information Session

Attendees:

Councillor/s:

Cr Georgina Oxley (Mayor)
Cr Tamara Barth
Cr Tamsin Bearsley
Cr Ron Brownlees OAM
Cr David Eden
Cr Steve Staikos
Cr Rosemary West OAM

Officer/s:

Julie Reid, Chief Executive Officer
Mauro Bolin, General Manager Community Sustainability
Paul Franklin, General Manager Corporate Services
Bridget Draper, Acting General Manager City Assets and Environment
Jonathan Guttman, General Manager Planning and Development
Tracey Cheeseman, Program Leader Strategic Communications and Engagement
Phil De Losa, Manager Governance
Gabby Pattenden, Governance Officer
Tania Asper, Manager Economic Development and Innovation
Jane Grace, Manager Libraries and Social Development
Julian Harvey, Manager Property and Arts
Mark Patterson, Manager Family Youth and Children's Services
Rachelle Quattrocchi, Manager Infrastructure
David Shepard, Manager Parks and Open Space
Jihan Wassef, Team Leader Social Development

Guests

Mark Hayes, Maddocks

Apologies:

Cr Geoff Gledhill
Cr George Hua

Assembly of Councillors Record

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Matter/s Discussed:

- 1 Apologies
- 2 Declaration by Councillors, Officers and Contractors of any Conflict of Interest
- 3 Notes of CIS of 2 March 2020
- 4 Councillor Weekly Update and Executive Updates
- 5 Briefing by Mark Hayes
- 6 *By exception:*
Minutes Public Spaces and Environment Advisory Committee - 20 February 2020
- 7 Response to Climate and Ecological Emergency Declaration
- 8 Sitting Fee for ICACC Indigenous Community Members
- 9 Amendment C180 - Hawthorn Football Club
- 10 Draft Agenda - Ordinary Meeting of Council
Financial Support Options for Traders Impacted by Major Construction Works
Re-Naming - Former Mordialloc Masonic Hall
Library Strategy Adoption
CON-19/151 Chelsea Road (Drinan Road to Beardsworth Avenue), Chelsea Road Reconstruction
2019/20 Capital Forecast Report
Future Use of 42 Florence Street, Mentone
Moorabbin Reserve Park Plan - Oval Fence
Update on actions in response to Council Resolution 28 October, 2019 - Weed Killer
In House Legal Service Providers
Quick Response Grants
Notices of Motion
Mordialloc Creek - Mooring Fees
- 11 Independent Governance Review
- 12 Actions from the 2020 Councillor Workshop
- 13 ALGA National General Assembly of Local Government 2020 - Call for Motions
- 14 Invitations
- 15 Councillor/CEO Discussion

Conflict of Interest Disclosures:

Did senior officer present ask for disclosure of Conflicts of Interest? Yes

Councillor Disclosures: (refer 2 over page). Nil

Record if a Councillor left the meeting during the discussion.

Officer Disclosures: (refer 4 over page) Nil

Completed by:

Gabrielle Pattenden

Date:

10 March 2020

Assembly of Councillors Record - Any record of an Assembly of Councillors is reported at next practicable Council meeting and recorded in the Minutes.

Requirements and explanation:

1. Section 80A(1) and (2) Officer Requirements (re Written Record to be made of disclosure of Conflicts of Interest):

Section 80A(1) and (2) of the Local Government Act 1989, stipulates:

- "(1) At an assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of:
- (a) the names of all Councillors and members of Council staff attending,
 - (b) the matters considered,
 - (c) any conflict of interest disclosures made by a Councillor attending under subsection (3),
 - (d) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly."
- (2) The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable-
- (a) reported at an ordinary meeting of the Council; and
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Brief Explanation:

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- Other Councillor briefing sessions;
- Budget discussions;
- Workshops re key Council priorities;
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Assembly of Councillors Record

This Form MUST be completed by;

- (i) The appropriate attending Council Officer or;
- (ii) Chairperson of any Council Advisory Committee where there is no Council Officer present and returned IMMEDIATELY to the Manager Governance for filing.

Assembly details:

Date: 16 March 2020

Time: 5.45pm

Assembly Location: 1230 Nepean Highway, Cheltenham

Assembly Reason: Strategic Councillor Information Session

Attendees:

Councillor/s:

Cr Georgina Oxley (Mayor)
Cr Tamara Barth (arrived at 5.58pm)
Cr Tamsin Bearsley (arrived at 6.25pm)
Cr Ron Brownlees OAM
Cr David Eden (arrived at 5.51pm)
Cr Geoff Gledhill
Cr Steve Staikos (arrived at 5.56pm)
Cr Rosemary West OAM

Officer/s:

Julie Reid, Chief Executive Officer
Mauro Bolin, General Manager Community Sustainability
Paul Franklin, General Manager Corporate Services
Bridget Draper, Acting General Manager City Assets and Environment
Jonathan Guttman, General Manager Planning and Development
Megan O'Halloran, Manager Communications & Community Relations
Phil De Losa, Manager Governance
Patrick O'Gorman, Governance Officer
Margie Hanrahan, Manager AccessCare
Tim Scott, Maintenance Contracts and Waste
Neil Sheppard, Team Leader Local Laws
Daniel Ferguson, Strategic Project Advisor
Troy Lyons, Sport and Recreation Development Coordinator
Julian, Birthisel, Traffic and Transport Planning Engineer
Julian Harvey, Manager, Property, Arts and Leisure Centres
Lauren Ross, Team Leader Corporate Performance
Annette Forde, Senior Corporate Planning and Performance Officer
Tony Ljaskevic, Manager Information Services & Strategy
Rachelle Quattrocchi, Manager Infrastructure
Jaclyn Murdoch, Manager Compliance & Amenity
Mark Stockton, Acting Manager Kingston Active
Ross Gregory, Manager Traffic & Transport

Apologies:

Cr George Hua

Assembly of Councillors Record

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Matter/s Discussed:

Conflict of Interest Disclosures:

Did senior officer present ask for disclosure of Conflicts of Interest? Yes

Councillor Disclosures: (refer 2 over page). Nil

Record if a Councillor left the meeting during the discussion.

Officer Disclosures: (refer 4 over page)

The CEO, Julie Reid declared a conflict of interest in Items (20.) - (Chief Executive Officer Employment Matters (Conflict of Employment Disclosure)) and (21.) – (Chief Executive Officer Employment Matters (Additional Expenses))

Completed by:

Date:

Assembly of Councillors Record - Any record of an Assembly of Councillors is reported at next practicable Council meeting and recorded in the Minutes.

Requirements and explanation:

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- Budget discussions;
- Workshops re key Council priorities;
- Site inspections / preliminary planning conferences;

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Ordinary Meeting of Council

23 March 2020

Agenda Item No: 11.2

QUICK RESPONSE GRANTS

Contact Officer: Gabby Pattenden, Governance Officer

Purpose of Report

To seek Council's consideration of Quick Response Grant applications received.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council approve the following grant applications:

- Christine Lewis - \$1496.00
- Bonbeach Sports Club -\$1000.00
- Senior Citizens of Freccia Azzura Club - \$500.00
- Mythri Social and Cultural Association - \$500.00
- Unified Filipino Elderly Association Inc - \$1000.00
- Mia Scott - \$600.00

That Council not approve the following grant application:

- Ella O'Toole
- Tamil Senior Citizens Fellowship

1. Executive Summary

The Quick Response Grants Program gives individuals and community groups the opportunity to apply for small grants required at short notice to help them achieve their goals and ambitions.

This Program responds to the community's need for a form of grant that is flexible and efficient in terms of the time between application and approval and applies to smaller amounts of funding to a maximum of \$1,500.00.

Quick Response Grants are a category under Council's Community Grants Program.

2. Background

In April 2019 Council revised the Quick Response Grants Guidelines. Grant applications are checked for eligibility in line with a set of criteria outlined in the Guidelines. An application must be submitted to Council and considered for approval at an Ordinary Meeting of Council.

Any not-for-profit group, school or community organisation providing services within the City of Kingston may apply.

Individuals must be a resident of the City of Kingston and participating in an activity in an unpaid capacity and not as a requirement of any formal course of study or of their employment. Individuals can apply for a grant to assist them to participate in a sporting, educational, recreational or cultural activity; other pursuit of a personal development nature; which will have a clear benefit to the community.

Community groups can apply for a grant to assist with the provision of a service, program or activity used by or of benefit to Kingston residents.

3. Discussion

3.1 Council Plan Alignment

Goal 3: Our connected, inclusive, healthy and learning community

Direction 3.4 Promote an active, healthy and involved community life

3.2 Operation and Strategic Issues

3.2.1 Assessment of Application Criteria

Applications for Quick Response Grants are assessed against the criteria outlined in the guidelines as follows:

- Are funds needed at short notice or can they wait for the Annual Grants program?
- Does the proposed activity/event/project benefit the City of Kingston residents?
- Has the applicant demonstrated a clear need for funds?
- Has the applicant received any other funding from Council?
- That the organisation is a not-for-profit and has a bank account in the name of organisation.
- Can the project be funded under any other Council grant program?

**City of Kingston
Ordinary Meeting of Council**

Agenda

23 March 2020

4. Applications

Name:	Christine Lewis	
Amount requested:	\$1496.00	
Description of Project/Event:	Joint exhibition of artworks by Christine Lewis and Chris Aspland titled 'A Touch of Salt'. Our work is inspired by our love of the Kingston seaside area and its history. It is our intention to intrigue and engage the viewer with its beauty and its creatures, as well as the interaction of people who come to work and play here.	
How the funds will be used:	The funds will cover the cost of gallery hire, advertising and catering.	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		✓
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		✓
Grants received in current or last financial year		
Nil		
Officer Comment:		
This application meets the assessment criteria and is recommended for approval for an amount of \$1496.00.		

Name:	Ella O'Toole	
Amount requested:	\$600.00	
Description of Project/Event:	Raising money to participate in World Challenge to travel to Borneo and help local communities	
How the funds will be used:	The funds will assist with the total cost of participating.	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		x
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		✓
Grants received in current or last financial year		
Nil		
Officer Comment:		
This application does not meet the assessment criteria and is not recommended for approval.		

**City of Kingston
Ordinary Meeting of Council**

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23 March 2020

Name:	Tamil Senior Citizens Fellowship Inc	
Amount requested:	\$1500.00	
Description of Project/Event:	The Tamil Senior Citizens Fellowship is a State wide not -for-profit community based organization established in 1987. Our current membership is around 320 and all our members are seniors and retirees. Our members are distributed mainly in the Southern Metropolitan Region including Kingston City Council area. Our regular activities are carried out in Oakleigh Hall through an in kind grant provided by the Monash City Council. Using this grant we are planning to Celebrate two culturally significant events namely Easter and the Tamil Sinhalese New Year on Saturday 18th April 2020. Both Hindus and Christians will be able to participate in this celebration. Activities of the day will include various traditional cultural activities, speeches, folk songs, dances, music and a community lunch. We will also organize transport for the socially isolated elderly seniors so that they can also participate and celebrate.	
How the funds will be used:	The Funds will be used for the following activities: Refreshment, food and other consumables (a two course meal will be provided to members) Equipment Hire (Audio, visual) to support the cultural activities. Transport support for the isolated elderly seniors	
Assessment Criteria:		
<ul style="list-style-type: none"> • The applicant meets the eligibility criteria • Funds are needed at short notice • The activity/event/project benefits the City of Kingston residents • The applicant has demonstrated a clear need for funds • The applicant has not received any other funding from Council • The applicant is an individual or not for profit organisation • The project cannot be funded under any other Council Grant program 		 ✓ ✓ x ✓ ✓ ✓ ✓
Grants received in current or last financial year		
Nil		
Officer Comment:		
This application does not meet the assessment criteria and is not recommended for approval.		

**City of Kingston
Ordinary Meeting of Council**

Agenda

23 March 2020

Name:	Bonbeach Sports Club	
Amount requested:	\$1000.00	
Description of Project/Event:	<p>XLrge 700 litre Deep Chest Freezer - we would like to be able to replace the existing upright freezer that is over 15 + years and purchase a large deep freezer. This will be of benefit to the Sports club as this can be used across all divisions when having functions on a weekly basis and with selection nights. Functions that are run throughout the season to support the 300 + players between all divisions. We would like to limit the volunteers purchasing items on a weekly basis. At the moment we are limited on room with this purchase being more cost effective we can then purchase in bulk with the goods being delivered safer & delivered directly into the club. The present freezer is not cost efficient in running costs and is in desperate for an upgrade. At present on the odd occasion when there is a private function it is very restrictive on how much can be catered for due to the lack of room.</p>	
How the funds will be used:	Purchase of a new 700 litre chest freezer.	
Assessment Criteria:	<ul style="list-style-type: none"> • The applicant meets the eligibility criteria • Funds are needed at short notice • The activity/event/project benefits the City of Kingston residents • The applicant has demonstrated a clear need for funds • The applicant has not received any other funding from Council • The applicant is an individual or not for profit organisation • The project cannot be funded under any other Council Grant program 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ ✓ ✓
Grants received in current or last financial year	Nil	
Officer Comment:	This application is recommended for approval for an amount of \$1000.00.	

**City of Kingston
Ordinary Meeting of Council**

Agenda

23 March 2020

Name:	Senior Citizens of Freccia Azzura Club	
Amount requested:	\$1500.00	
Description of Project/Event:	Family days per year. One in each term holiday. We cater for 175 children, their parents and grandparents. Approximately 350 participants in each day. We organise these family fun days so that grandparents can host their grandchildren at the club. It gives the grandparents a chance to entertain their grandchildren at the club and have a wonderful day with their family. The children look forward to it each term holiday. The children have also been involved in organising the day and providing feedback on how to improve. It has been very successful each time. These days have been running for 2 years. We have a music band, two face painters, jumping castle, bocce and a meal provided. Each day has a theme: Easter, Lego and Show Day	
How the funds will be used:	It will be used to subsidise the Children's Entertainment, food and band	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		✓
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		✓
Grants received in current or last financial year:		
\$1,600 - Partnership Grant in Sep'19		
\$3,000 - Ethnic Meals Grant in Mar'19		
\$1,000 - Partnership Grant in Oct'18		
\$2,000 - Community Grant in Aug'18		
Officer Comment:		
This application is recommended for approval for an amount of \$500.00.		

**City of Kingston
Ordinary Meeting of Council**

Agenda

23 March 2020

Name:	Mia Scott	
Amount requested:	\$600.00	
Description of Project/Event:	Mia would like to remain engaged at school and has enrolled in a Certificate II in Animal Studies as part of her Year 11 program. With supports from her school through contacts with the Welfare Coordinator, BayCISS will also provide supports through their Education Support Program for extra curricular activities (Year camp and excursions), the only shortfall is the provision of fees to cover the cost of the Certificate II program.	
How the funds will be used:	Funds will be used to provide fee payment for Certificate II course - complementing Mia's current Year 11 studies and workload.	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		✓
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		✓
Grants received in current or last financial year	Nil	
Officer Comment:	This application meets the assessment criteria.	

**City of Kingston
Ordinary Meeting of Council**

Agenda

23 March 2020

Name:	Mythri Social and Cultural Association	
Amount requested:	\$1200.00	
Description of Project/Event:	<p>Mother's day event - In our community, ladies especially mothers get very little opportunities for them to socialise. Most of them work full time and many work in shifts and then look after house works too. This mother's day celebration is for creating an opportunity for them to gather together and engage in a meaningful conversation. We are expecting a motivational speaker Dr. Janani Vasudevan who has been recommended by Kingston staff Ms. Bronwyn Hughes. Following the motivational session, mother's will have an opportunity to participate in a creativity workshop which will be run by youth group of Mythri. The events are lined up based on the feedback we received after the Mother's day celebration in 2019 which was self funded. This year we are expecting about 90 mothers compared to 52 attended in 2019.</p>	
How the funds will be used:	<p>Games materials and prizes Motivational speaker Creative fun activities - purchase of materials Food for participants AV equipment hire</p>	
Assessment Criteria:	<ul style="list-style-type: none"> • The applicant meets the eligibility criteria • Funds are needed at short notice • The activity/event/project benefits the City of Kingston residents • The applicant has demonstrated a clear need for funds • The applicant has not received any other funding from Council • The applicant is an individual or not for profit organisation • The project cannot be funded under any other Council Grant program 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ ✓ ✓
Grants received in current or last financial year		
<p>\$1.5k - Partnership Grant in Oct'19 \$550 - Children's Week Grant in Oct'19 \$1.5k - Community Grant in Sep'18</p>		
Officer Comment:		
This application is recommended for approval for an amount of \$500.00.		

**City of Kingston
Ordinary Meeting of Council**

Agenda

23 March 2020

Name:	Unified Filipino Elderly Association Inc	
Amount requested:	\$1000.00	
Description of Project/Event:	Give Love (Bushfire Appeal) - A night of singing and dancing. UFEA, Inc and most of Australia are impacted with the bushfire catastrophe. We give our utmost respect and gratitude for the courage shown by our volunteer firefighters who fought the fires and led the recovery efforts. With the volunteer firefighters relying on donations to purchase equipment, they need to update and purchase additional fire fighting equipment. UFEA, Inc with the City of Kingston support would like to have a fundraising night of singing and dancing on April 18, 2020. UFEA will provide free music, volunteers to run the event, decorate and promote the function. All proceeds will be donated to the CFA & Brigades Donation Fund. UFEA and the City of Kingston have aligned values of fostering community spirit and support. We both believe in caring and sharing.	
How the funds will be used:	For catering (food and drinks) Entertainment/live music will be provided by UFEA.	
Assessment Criteria:		
<ul style="list-style-type: none"> • The applicant meets the eligibility criteria • Funds are needed at short notice • The activity/event/project benefits the City of Kingston residents • The applicant has demonstrated a clear need for funds • The applicant has not received any other funding from Council • The applicant is an individual or not for profit organisation • The project cannot be funded under any other Council Grant program 		<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ ✓ ✓
Grants received in current or last financial year		
\$500 - Quick Response Grant in Dec'19 \$1.2k - Annual Community Grant in Aug'19 \$500 - Quick Response Grant in Apr'19 \$400 - Cultural Diversity Week Grant in Feb'19 \$500 - Quick Response Grant in Dec'18 \$1k - Ethnic Meals Grant in Aug'18 \$900 - Annual Community Grant in Aug'18		
Officer Comment:		
Applications which are primarily for fundraising are precluded under the Quick Response Grant guidelines however this application is supported as it is raising funds for the Bushfire Appeal.		

5. Conclusion

The grant applications in this report have been assessed according to the assessment criteria approved by Council in the Quick Response Guidelines.

5.1 Environmental Implications

Not applicable to this report.

5.2 Social Implications

The allocation of Quick Response Grants allows for Council to provide funds on a small scale to groups and individuals or towards projects or events that are consistent with Council's strategic directions and of benefit to Kingston's residents and community.

5.3 Resource Implications

Funds for Quick Response Grants are allocated by Council through its annual budget process.

5.4 Legal / Risk Implications
Not applicable to this report.

Author/s: Gabby Pattenden, Governance Officer
Reviewed and Approved By: Phil DeLosa, Manager Governance
Paul Franklin, General Manager Corporate Services

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 11.3

IN HOUSE LEGAL SERVICE PROVIDERS

Contact Officer: Paul Franklin, General Manager Corporate Services

Purpose of Report

The purpose of this report is to respond to the Council resolution of 28 October 2019 on the feasibility of adding an in-house Counsel to the Governance Department to:

- manage Council's dealings with providers of legal services;
- streamline access to legal advice; and
- containing legal expenses.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

The Council note this report and refer it to the CEO for further consideration as part of broader organisational response to emerging and future needs.

1. Executive Summary

On 28 October 2019, in relation to the Officer report to award contracts in relation to the provision of legal services to a panel of legal services providers, Council resolved:

That consideration of this item be deferred until such a time as Councillors receive a report on the feasibility of adding an in-house counsel to our governance team to be a first point of contact within the organisation for legal advice; to manage Council's dealings with providers of legal services; with a view to streamlining access to legal advice and containing legal expenses

Officers have researched approaches to the provision of legal advice within the sector finding that the most common approach is to outsource the service as it is in Kingston. Some Councils have adopted a hybrid model of an in-house Legal Counsel or team of between two and five lawyers. While there was no clear evidence that this approach achieved an overall lowering of the cost of legal advice, anecdotally it is thought to do so. Benchmarking indicated a preference for legal advice / legal counsel reporting to the Corporate Services function.

2. Background

Currently, legal advice is sourced through delegated officers (generally Managers and above) accessing a panel of legal service providers that are managed centrally through the office of the General Manager, Corporate Services.

Given the diverse nature of Councils operations and its responsibilities under 100 plus pieces of legislation, in 2019 Council sought to establish several new panels from appropriately qualified law firms to reflect the needs of Council going into 2020 and beyond.

Council expends a significant sum (averaging about \$1.5M in a normal year) on the provision of legal services:

- 2015/16 - \$1.370M
- 2016/17 - \$1.460M
- 2017/18 - \$2.598M; and
- 2018/19 - \$0.764M (YTD November 2019)

Councillors have oversight of the legal services spend through the provision of monthly reports to Councillor Information Sessions that includes an update on:

- any ongoing legal disputes or cases Council are currently engaged in;
- potential legal cases or disputes that have arisen; and
- any legal advice sought between each briefing.

3. Discussion

3.1 Council Plan Alignment

Goal 5 Our well-governed and responsive organisation
Strategy 5.4 – A responsive and well managed organisation

Access to clear, concise timely and accurate legal advice is used to support the decisions made by Council and officers in the discharge of Councils responsibilities.

3.2 Delivery Models

Contact has been made with the following Councils to gain an understanding of their approach to managing the provision of legal services. These can be broadly grouped into two types of arrangements for delivery:

1. Outsourced
2. Hybrid model generally characterised as having between one and five in-house staff with some work being done in-house with the (majority) balance being undertaken by specialist law firm(s).

A short summary of the arrangements in place at various councils follows:

Outsourced

Council	Organisational Responsibility (Line Department)	Delivery Model	Comments
Kingston	General Manager, Corporate Services	A pre-qualified panel of law firms.	Centralised contract management and oversight. Delegated authority to CEO, General Managers, Managers and selected other officers.

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Council	Organisational Responsibility (Line Department)	Delivery Model	Comments
Ballarat	Director Business Services (<i>Risk and Compliance</i>)	Outsourced to service provider(s)	Co-ordinator Risk and Compliance co-ordinates the provision of legal advice and is the liaison point with outsourced service providers.
Casey	Director Corporate Services	Was previously Hybrid model now a decentralised outsourced model.	Was previously a part of Governance with 2 full time and 2 part time lawyers.
Whitehorse	Director Corporate Services	Outsourced to service provider(s)	
Whittlesea	General Manager Corporate Services	Outsourced to service provider(s)	
Knox	Director Corporate Services	Outsourced to service provider(s)	
Frankston	Director Corporate Development (<i>Governance and Information</i>)	Outsourced to service provider(s)	Recently considered the matter of in-house Counsel and determined to remain with the outsourced model of delivery.

Hybrid

Council	Organisational Responsibility (Line Department)	Comments	In House Areas of Law / Outsourced Service Providers
Greater Geelong	Director Governance Strategy and Performance (<i>Risk and Communications</i>)	4 full time lawyers	Procurement Contracts Tenancy Leases and Licences Statutory Planning Funding Agreements Capital Project Agreements Local Government Act Delegations FOI & Privacy Oversight of significant matters referred to external law firms <i>Outsourced All other work including: Town Planning S173 Agreements</i>

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Council	Organisational Responsibility (Line Department)	Comments	In House Areas of Law / Outsourced Service Providers
			<i>Conveyancing for property transactions</i>
Mornington Peninsula	Chief Executive Officer (<i>Legal and Governance</i>)	3 full time lawyers supported by and 1 Admin Officer, 1 Senior Risk and Insurance Officer	Building and Compliance Matters (2 lawyers) Procurement Contracts Local Government Act Delegations FOI & Privacy <i>Outsourced All other work including: Industrial Relations Planning Litigation Complex contract matters</i>
Monash	Director Corporate Administration (<i>Corporate Performance</i>)	1 full time lawyer	FOI & Privacy <i>Outsourced All other work.</i>
Glen Eira	Corporate Services (<i>Legal Counsel</i>)	5 lawyers on staff. Governance reports to Legal Counsel.	Local Government Act Delegations FOI & Privacy Local Laws Tenancy Agreements Procurement Contracts <i>Outsourced All other work including: Strategic planning, civic compliance, town planning, Prosecutions, Litigation, high risk/complex matters</i>
Hobson's Bay	Director Corporate Services (<i>Corporate Integrity</i>)	2 Lawyers	All areas except those matters outsourced <i>Outsourced Planning Councillor Conduct matters Contract breaches Mediation / Dispute Resolution Complex matters</i>
Brimbank	Director Advocacy, Partnership and Community (<i>Governance</i>)	3 legally trained officers (not Lawyers)	Assist with legal enquiries, wording of policies S173 and other agreements <i>Outsourced All other work outsourced to service provider(s)</i>

**City of Kingston
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Council	Organisational Responsibility (Line Department)	Comments	In House Areas of Law / Outsourced Service Providers
Greater Bendigo	Director, Corporate Performance (Governance)	2 full time lawyers	Procurement Contracts Leasing General advice Liaison with Public Liability Insurer appointed lawyers Local Government Act Delegations FOI & Privacy <i>Outsourced All other work including: Industrial Relations Planning</i>
Stonnington	Director, Corporate Services (Legal Counsel)	1 Lawyer – also manages Property Services Unit	Procurement Contracts Leasing General advice <i>Outsourced All other work including: Industrial Relations Planning</i>
Melton	Chief Executive Officer (Manager Legal & Governance)	1 Lawyer – also manages Governance and Procurement	No information provided by Melton at time of finalising report.

It is understood from sector knowledge that full outsourcing is the most frequent approach to receiving legal advice. Based on the above benchmarking, there was no clear approach identified even among those who operate under a hybrid arrangement.

It is noted that Casey, which previously operated a hybrid model, has abandoned this approach and moved to back to a fully outsourced arrangement.

What is clear from the benchmarking is that employing in-house counsel (or a small in-house legal team) did not remove the need to obtain external legal advice or representation either due to availability, work volumes or expertise of any in-house legal resource. Considering complex and high risk or profile matters such as EES submissions, Planning Panel presentations, significant VCAT matters - Council may continue to prefer this type of work being undertaken by external legal providers as required; further it is expected an in-house person (or small team) would require access to specialist advice on key matters.

3.3 Cost benefit analysis

The benefits of an in-house legal resource may be achieved from:

- triaging requests;
- checking whether we have received recent advice on similar or the same subject;
- preparing clearer and more concise instructions to external service providers;
- obtaining and managing quotations for work prior to formalising any instruction and subsequent payment of invoices;

- having a direct awareness of work value;
- drafting and / or redrafting “routine” matters;
- provision of general advice, such as interpretation of legislation; and
- working in specific areas of legal practice that are frequently outsourced.

These benefits should be considered against the associated costs. It would be anticipated by line departments that any in-house capability would be able to provide service most, if not every, working day of the year to ensure legal services can be accessed without delay. Accordingly, it is believed that between one and two in-house lawyers would be required to properly respond and to have an adequate opportunity to reduce expenditure on external legal advice.

Market advice, and comments obtained from Councils operating the Hybrid model, is that a more senior person (full time) is required (approximately at least equal to a mid-tier law firm Associate) who would command a salary of \$150 to \$180K with support from a less experienced practitioner (could be part time) at around a full-time cost \$110 to \$120K per annum. Some level of administrative support would also be required.

The surveyed Councils believe that savings have been achieved though none were able to quantify the amount. A challenge would be to offset the salary costs in the range of to \$250 to \$300K (circa 15 to 20% of total legal services spend) before being able to realise savings to the overall legal spend which averages about \$1.5M per annum.

3.4 Options

Three options are available:

1. Continue with the existing model and appoint the Legal services panels that were recommended to Council in October 2019 and ensure that quotations are obtained for all legal advice over \$1,000 to ensure value for money. This tied with the training recently provided to delegated staff on how to instruct legal advice provides a greater level of control over legal services spend and ensuring value for money. If this option is selected, Officers would benefit from formalising the processes associated with obtaining external legal advice;
2. Trial an in-house Hybrid arrangement for a period of up to 2 or 3 years (cost estimated at \$250 to \$300K pa). This will provide an opportunity for a centralised procedure to be bedded down and established within Council and the outcomes measured and reported over time. Noting that this will still require the appointment of the legal services panels as per the October 2019 report to Council;
3. Establish an In-House Counsel team (cost estimated at \$250 to \$300K pa). Again, noting that this will still require the appointment of the legal services panels as per the October 2019 report to Council as is the need to measure outcomes and report results;

4. Conclusion

Various models for the provision of legal advice exist within the sector. There is no clear delivery model that is clearly demonstrated superior to the other. It is recommended that Council notes this report and refers it to the CEO for further consideration as part of a broader organisational response to emerging and future needs.

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23 March 2020

4.1 Environmental Implications

NA

4.2 Social Implications

NA

4.3 Resource Implications

It is not clear from other Councils experience that savings are achieved by adopting a hybrid approach, though benefits are thought to be achieved.

4.4 Legal / Risk Implications

Access to clear, concise timely and accurate legal advice is used to support the decisions made by Council and officers in the discharge of Councils responsibilities, which can cover over 100 pieces of legislation.

Author/s: Paul Franklin, General Manager Corporate Services

Reviewed and Approved By: Paul Franklin, General Manager Corporate Services

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 11.4

INDEPENDENT GOVERNANCE REVIEW

Contact Officer: Paul Franklin, General Manager Corporate Services

Purpose of Report

The purpose of this report is to present to Council for adoption the specification and scope of an Expression of interest for the conduct of an Independent Review of Governance at Kingston.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

PROPOSED ACTION

That Council:

1. Adopt the attached scope and seek tenders from suitably qualified respondents to conduct the Independent Governance Review; and
2. Receive a report on the outcome of the tender process prior to the award of the contract.

Attached is the Draft – Kingston Good Governance Outline. This is a prioritised listing of the key **Governance** mechanisms and are represented by:

- Organisational Policies;
- Strategies;
- Procedures;
- Systems;
- Guidelines; and
- Frameworks


These are then stratified into the “Enablers of Good Governance” which in turn drives the achievement of the Council’s goals as laid out in the Council Plan. This Governance Model has been adapted for Kingston from a model used by the State Government of recent times.


The final attachment is the Maturity Model, this is proposed to be the subjective benchmark on which the independent reviewer would assess where we are now and identify those areas where improvement opportunities exist


It is proposed to seek tenders through our normal procurement processes as:

- It is unclear who may be best placed to conduct this review; and
- It is unclear how many hours of work and the associated costs are required to examine / audit / review all of the high impact Governance Mechanisms.

Appendices

Appendix 1 - Draft Scope - Independent Assessment against Draft Kingston Good Governance Guide (Ref 20/27280)  [↓](#)

Appendix 2 - Draft Local Government Good Governance Outline (Ref 20/21731)  [↓](#)

Appendix 3 - Kingston Governance Maturity Model (Ref 20/27157)  [↓](#)

Author/s: Paul Franklin, General Manager Corporate Services

Reviewed and Approved By: Paul Franklin, General Manager Corporate Services

11.4

INDEPENDENT GOVERNANCE REVIEW

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3	Kingston Governance Maturity Model	547

Draft Scope – Independent Assessment against Draft Kingston Good Governance Outline

The scope of the work is for an independent assessment of Kingston's governance policies, procedures, systems, guidelines and frameworks against the "Good Governance Outline" that has been established by the State Government in Victoria to analyse and understand whether the current status of all aspects of governance are achieving best practice for a local government. Kingston Councillors and Executive are committed to:

1. Increasing the awareness, understanding and practice of best practice governance across Kingston;
2. Raising the importance of a Good Governance culture across Kingston;
3. Clarify the issues facing the organisation regarding best governance practices;
4. Identifying specific improvements to realise best practice governance;
5. Improve the level of transparency with Councillors and the Community; and
6. Build the trust of Councillors and the Community in the organisation;

The successful tenderer will be expected to:

1. Assess the appropriateness of the design of the policies, procedures, systems, guidelines and frameworks set up to support the governance of Kingston City Council and its community. It is expected that this will include, but not be limited to:
 - a. A review of relevant documentation;
 - b. Interviews with relevant Councillors and staff;
 - c. A walkthrough of the relevant process to confirm the operation of the relevant policies, procedures, systems, guidelines and frameworks.
2. Assess the policies, procedures, systems, guidelines and frameworks against better practice for Organisational Governance (not limited to a Local Government environment).
3. Test an appropriate sample for compliance with policies, procedures, systems, guidelines and frameworks across all relevant departments.
4. Where non-adherence to policies, procedures, systems, guidelines and frameworks is observed, attempt to identify the primary root cause. Such analysis to be based on the independent observations with comments from the relevant stakeholder as required.
5. An assessment against the Governance Model
6. Improvement recommendations where applicable to be identified.

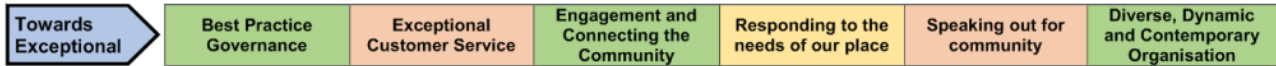
It is expected that improvement recommendations will inform future governance projects and priorities.

TRIM: 20/27280

Draft – Kingston Good Governance Outline



Impact



Good Governance Drives Achievement of Council Goals

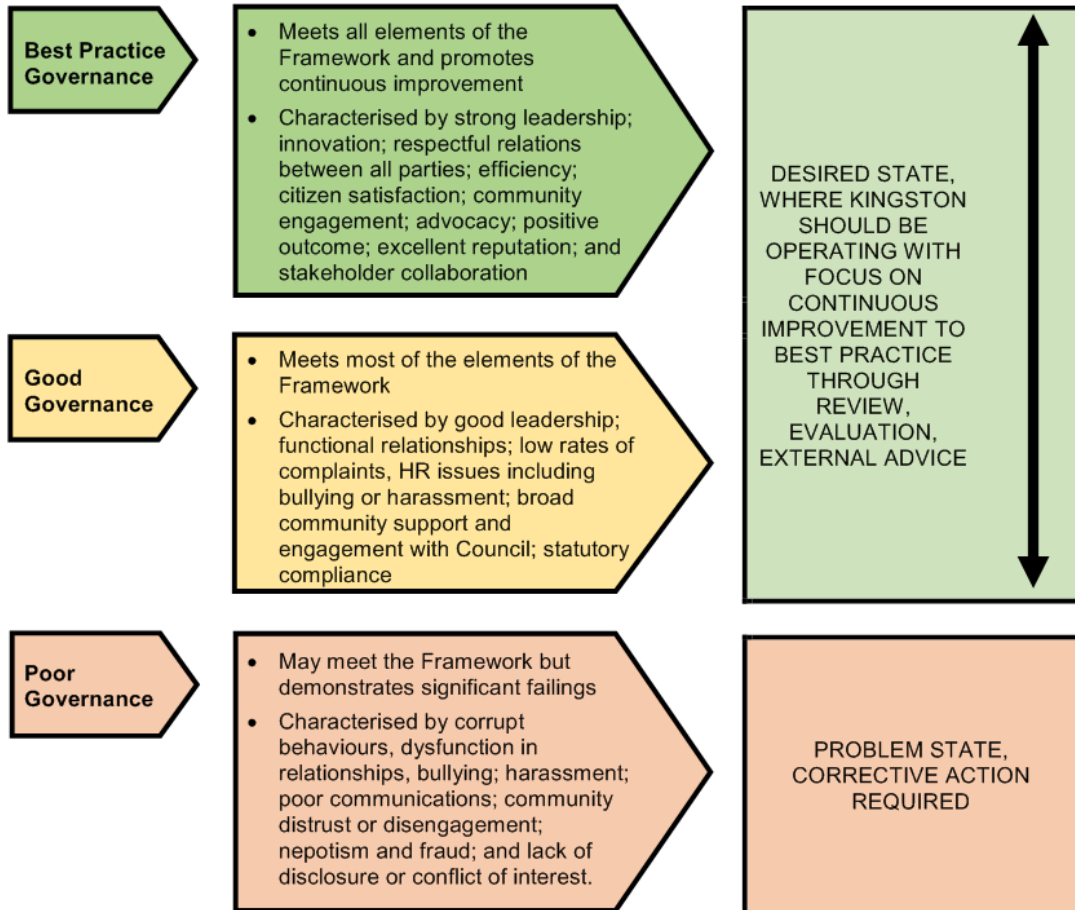
Enablers of Good Governance	Direction & Leadership	Culture & Behaviour	Decision Making	Structure Systems & Policies	Communications & Community Engagement	Capability	Risk and Compliance	Monitoring & Performance Review
Organisational Policies, Strategies, Procedures, Systems, Guidelines & Frameworks	<ul style="list-style-type: none"> Community Vision Council Plan (including clear definition of Council's purpose and desired outcomes through Council Plan and Strategic Resource Plan) Financial Sustainability Councillor Code of Conduct LTFS (10 year) Councillor Gift Policy Councillor Induction Program Capital Budget Rating Strategy Kingston Planning Scheme Municipal Health Plan Road Management Plan Other Statutory Plans/Strategies Departmental Business Plans 	<ul style="list-style-type: none"> Alignment of Council and organisation values Appropriate organisation culture/engagement strategy (Staff and community) Complaints Policy and procedures Communication procedures between Council and staff Staff Code of Conduct Roles of Councillors, CEO & employees understood Staff Gift Policy Conflict of Interest Policy Customer Strategy Inclusive employment practices that reflect a diverse community Diversity in Councillors and senior management Learning and Development policies and programs Customer Request Management System Customer Service Charter Volunteers support and recognition Staff support and recognition 	<ul style="list-style-type: none"> Well defined organisational functions, responsibilities and related protocols. Formal Instrument of Delegations Record of decisions and implementation plans and actions taken/ Council agendas and minutes Local Laws Conflict of Interest processes Evidence based decisions Effective committee structure (where delegated authority power is granted) Use of external expertise (where appropriate) 	<ul style="list-style-type: none"> Meeting Procedure Local Law Meeting protocols Robust finance systems Robust procurement systems Robust HR systems Good governance framework Functional organisational structure Council meeting structures and systems (including briefings) Councillor expense / support policies CEO employment policy matters Public Interest disclosure protections and processes Corporate Information Governance/ Strategy/Policy Electoral systems and structure Policies and procedures to support electoral structures Council policies Corporate systems processes and procedures Departmental systems processes and procedures FOI and privacy management 	<ul style="list-style-type: none"> Community Engagement Policy/Strategy Communications Strategy Public Transparency Policy Social Media Strategy / Policy Media Engagement Policy Communication channels Community survey Open Data Policy 	<ul style="list-style-type: none"> Councillor induction training Training in systems, policies and procedures Management of poor / under performance Resources and support for Councillors Workforce plan and retention of talented and skilled staff Capability framework Staff induction program Behaviour training – bullying, diversity, discrimination and OHS Talent attraction Robust HR policies Staff recruitment policies Individual Development Plans Succession planning Diversity improvement plans 	<ul style="list-style-type: none"> Audit & Risk Committee charter and workplan Strategic Internal Audit Plan External Audit Plan Fraud and Corruption Policy Councillor Code of Conduct Staff Code of Conduct Councillor Gift Policy Strategic Risk Framework Legislative Compliance Monitoring Confidentiality processes Legislative registers Procurement policy Ordinary and Primary returns Related party disclosures Risk Management Policy and Plans Municipal Emergency Management Plan Business Continuity Plan Disaster Recovery Plan Occupational Health and Safety (including wellness programs) Information Technology and Communication Strategy Councillor Conduct Panel Processes Insurance; liability and litigation controls Investment Policy 	<ul style="list-style-type: none"> Accountability to stakeholders including Council and Councillors through reporting and monitoring frameworks Staff performance reviews Annual Report Quarterly Council Plan and Financial Reporting Reporting by Audit Committee to Council Review of Integrity Agency reports and recommendations Management reporting Evidence of management response to reporting Regular self assessment by Councillors Exit interviews and reporting Self assessment of the Good Governance Framework (future) Staff engagement surveys Policy Review Framework LGPRF Reporting

Draft – Kingston Good Governance Outline

<p>Principles and Behaviours for Good Governance Quality and Fairness (Based on MAV Good Governance Guide)</p>	<p>1. Good Governance is accountable: obligation to report, explain and be answerable for the consequences of decisions made on behalf of the community.</p>	<p>5. Good Governance is equitable and inclusive: community interests and diversity of opinions have been considered by council in the decision making process.</p>	<p>9. Build and sustain good relationships: between Councillors, Council staff and community.</p>
	<p>2. Good Governance is transparent: people should be able to follow and understand the decision making processes.</p>	<p>6. Good Governance is effective and efficient: Local Government should implement decisions and follow processes that make the best use of the available people, resources and time to ensure the best possible results for their community.</p>	<p>10. Build trust: establish good communication, clarify roles, keep an outward focus.</p>
	<p>3. Good Governance follows the rule of law: this means decisions are consistent with relevant legislation or common law and are within the powers of council</p>	<p>7. Good Governance is participatory: anyone affected by or interested in a decision should have a reasonable opportunity to participate in the process for making that decision.</p>	<p>11. Decision making: establish good processes and delegations to ensure decisions consider local community and broader municipal interests, are consistent with the Strategic Plan and take account of financial implications, are within the powers of Council and recognise natural justice principle.</p>
	<p>4. Good Governance is responsive: aim is to serve the needs of the entire community while balancing competing interests in an appropriate manner.</p>	<p>8. Diversity: reflects the diversity of community through representative structures, consultative structures and employment practices.</p>	<p>12. Act with integrity and impartiality: be honest and diligent, avoid conflicts of interest, treat people with respect, act lawfully and show leadership.</p>

<p>Key performance indicators</p>	Legislated measures required under Local Government Performance and Reporting Framework	External measures required by Government or auditing requirements	Council measures required under Community Vision and Council Plan	Corporate Measures based on Kingston data for internal and external organisation management requirements	Department measures based on Kingston data for service standards, performance and team based requirements	Individual measures based on personal work plans

Kingston Governance Maturity Model



TRIM: 20/27157

12. Notices of Motion

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 12.1

NOTICE OF MOTION (RESCISSION) NO. 6/2020 - CRS BARTH, STAIKOS & WEST - ITEMS 12.1 AND 13.1 ORDINARY MEETING OF COUNCIL 24 FEBRUARY 2020

We move that:

- Item 12.1 Notice of Motion No. 4/2020 – Cr Gledhill – Amendment to Meeting Procedures Local Law; and
- Item 13.1 Urgent Business, Resolution on the Bay Trail Report into Safety and Construction

be rescinded.

Cr Tamara Barth

Cr Steve Staikos

Cr Rosemary West

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 12.2

NOTICE OF MOTION NO. 7/2020 - CR EDEN - PUBLICATION OF EXPENSES AND THE CEO CONTRACT

That Council determine to make public the CEO contract, and CEO / General Manager expenses in the same way in which Councillor expenses are.

That this occur subject to the compliance with *The Privacy and Data Protection Act 2014 (VIC)*, and the Australian Privacy Principles.

Further, that a report come to Council no less than every quarter to note such expenses.

Cr David Eden

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 12.3

NOTICE OF MOTION NO. 8/2020 - CR BROWNLEES - PROCESS FOR AMENDING CEO EMPLOYMENT CONTRACT

That officers provide a report outlining the process for amending Item 8.5 of the CEO employment contract (related to expense claims approvals) that provides for the ability of the Chief Executive Officer to spend up to \$1000 on matters related to the day to day performance of the position as required under employment conditions, without having to gain prior approval for that expenditure, with claims for reimbursement to be made and dealt with in accordance with adopted practices and procedures.

Cr Ron Brownlees

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 12.4

NOTICE OF MOTION NO. 9/2020 - CR OXLEY - TREE REMOVAL

That

1. Council receive ongoing reports at CIS to inform Councillors if any tree proposed to be removed within the municipality that is over 8m.
2. This report includes but not limited to the reason for removal.
3. this report is provided to Councillors with enough time to consider the tree removal at an Ordinary Council Meeting if required.

Cr Georgina Oxley

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 12.5

NOTICE OF MOTION NO. 11/2020 - CR OXLEY - LEISURE CENTRE

That Council officers provide options in the upcoming report to Council for the rebuild of a leisure centre to be located in Kingston's South Ward, and the feasibility for the construction of additional indoor basketball courts to be co-located on site to provide for the required additional basketball courts in Kingston's South, and that consideration be given to the Chelsea Basketball Club for access to these courts taking into consideration their usage requirements.

Cr Georgina Oxley

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 12.6

NOTICE OF MOTION NO. 12/2020 - CR WEST - FLOOD MITIGATION

That:

1. Council receive a report on the possible risk and impact of flooding of Kingston properties as a result of sea level rise predicted as a consequence of climate change.
2. Based on existing knowledge and if there is time, on this report, Council's consultants be asked to consider whether Council's housing strategy should be amended to include possible mitigation measures. For example:
 - whether houses in assessed flood risk areas should be included in the Neighbourhood Residential Zone in order to limit the risk of flood damage.
 - or whether other measures would be more appropriate.

Cr Rosemary West

Ordinary Meeting of Council

23 March 2020

Agenda Item No: 12.7

NOTICE OF MOTION NO. 13/2020 - CR WEST - MAPPING AREAS OF INDIGENOUS VEGETATION IN KINGSTON

That

1. Council receive a report on the extent and location of remnant or significant indigenous vegetation on private and public land, in Kingston, including mapping of known areas such as creekbanks, roadsides and private land such as 19 Tarella Road as well as known sites on Council reserves.
2. Officers establish and include in the report whether State authorities require a permit from Council or DELWP for the removal of trees or other remnant or significant indigenous vegetation from their land.

Cr Rosemary West

14. Confidential Items

14 Confidential Items

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 89 (2) of the Local Government Act 1989. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

- 14.1 Notice of Motion No. 10/2020 - Cr Oxley - Tarella Road Land**
Agenda item 14.1 Notice of Motion No. 10/2020 - Cr Oxley - Tarella Road Land is designated confidential as it relates to any other matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)
- 14.2 Mordialloc Creek - Mooring Fees**
Agenda item 14.2 Mordialloc Creek - Mooring Fees is designated confidential as it relates to contractual matters (s89 2d) and legal advice (s89 2f)
- 14.3 Property Matter**
Agenda item 14.3 Property Matter is designated confidential as it relates to contractual matters (s89 2d) and proposed developments (s89 2e)
- 14.4 Chief Executive Officer Employment Matters (Conflict of Employment Disclosure)**
Agenda item 14.4 Chief Executive Officer Employment Matters (Conflict of Employment Disclosure) is designated confidential as it relates to personnel matters (s89 2a)
- 14.5 Chief Executive Officer Employment Matters (Additional Expenses)**
Agenda item 14.5 Chief Executive Officer Employment Matters (Additional Expenses) is designated confidential as it relates to personnel matters (s89 2a)

Confidential Appendices

- 8.1 Planning Compliance in the Green Wedge - February 2020**
Appendix 1, Green Wedge Spreadsheet for Council - update January 2020 - Confidential is designated confidential as it relates to (s89 2h)
- 9.2 CON-19/55 Award of Contract - Concierge Services**
Appendix 1, Tender Evaluation CON-19/55 Award of Contract - Concierge Services is designated confidential as it relates to (s89 2d)
- 10.4 CON-19/151 Chelsea Road (Drinan Road to Beardsworth Avenue), Chelsea Road Reconstruction**
Appendix 1, CON-19/151 Evaluation Matrix - Chelsea Road Chelsea Road Reconstruction is designated confidential as it relates to (s89 2c)

RECOMMENDATION

That in accordance with the provisions of section 89(2) of the *Local Government Act 1989*, the meeting be closed to members of the public for the consideration of the following confidential items:

- 14.1 Notice of Motion No. 10/2020 - Cr Oxley - Tarella Road Land**
This agenda item is confidential in accordance with the Local Government Act s89(2) as it relates to any other matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)
- 14.2 Mordialloc Creek - Mooring Fees**
This agenda item is confidential in accordance with the Local Government Act s89(2) as it relates to contractual matters (s89 2d) and legal advice (s89 2f)
- 14.3 Property Matter**
This agenda item is confidential in accordance with the Local Government Act s89(2) as it relates to contractual matters (s89 2d) and proposed developments (s89 2e)
- 14.4 Chief Executive Officer Employment Matters (Conflict of Employment Disclosure)**
This agenda item is confidential in accordance with the Local Government Act s89(2) as it relates to personnel matters (s89 2a)
- 14.5 Chief Executive Officer Employment Matters (Additional Expenses)**
This agenda item is confidential in accordance with the Local Government Act s89(2) as it relates to personnel matters (s89 2a)

Confidential Appendices

- 8.1 Planning Compliance in the Green Wedge - February 2020
Appendix 1, Green Wedge Spreadsheet for Council - update January 2020 - Confidential**
This appendix is confidential in accordance with the Local Government Act s89(2) as it relates to (s89 2h)
- 9.2 CON-19/55 Award of Contract - Concierge Services
Appendix 1, Tender Evaluation CON-19/55 Award of Contract - Concierge Services**
This appendix is confidential in accordance with the Local Government Act s89(2) as it relates to (s89 2d)
- 10.4 CON-19/151 Chelsea Road (Drinan Road to Beardsworth Avenue),
Chelsea Road Reconstruction
Appendix 1, CON-19/151 Evaluation Matrix - Chelsea Road Chelsea Road Reconstruction**
This appendix is confidential in accordance with the Local Government Act s89(2) as it relates to (s89 2c)