# Agenda

## Council Meeting

**Monday, 27th September 2021**

Commencing at 7.00pm

via the Zoom platform and live streamed

kingston.vic.gov.au

Tim Tamlin
Interim Chief Executive Officer
Kingston City Council

community inspired leadership

City of KINGSTON

**Notice** is given that a Meeting of Kingston City Council will be held at 7.00pm on Monday, 27 September 2021 via the Zoom platform and live streamed.

## 1. Apologies

## 2. Confirmation of Minutes of Previous Meetings

Minutes of Council Meeting 23 August 2021
Minutes of Council Meeting 13 September 2021
Minutes of Council Meeting 20 September 2021

## 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

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## 5. Presentation of Awards

Nil

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9.4 CON-21/-044 Establishment of Specialist Sports Lighting Contractor Panel

Appendix 1 Confidential Tender Evaluation Matrix

9.5 CON-21/053 - Aspendale Life Saving Club - Award of Contract

Appendix 1 Confidential Appendix 1 Tender Evaluation Matrix

9.5 CON-21/053 - Aspendale Life Saving Club - Award of Contract

Appendix 2 Confidential Appendix 2- Financial Breakdown

10.1 Response to Resolution - The Need to Locate Vegetation Offsets Locally; 3:1 Tree Update and Over 8 Metre Tree Reporting

Appendix 2 Maddocks Lawyers - advice Local Law proposed amendments - 16 June 2020

10.1 Response to Resolution - The Need to Locate Vegetation Offsets Locally; 3:1 Tree Update and Over 8 Metre Tree Reporting

Appendix 3 HWL Ebsworth Lawyers Advice

10.5 CON 21/034 - Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal

Appendix 1 CON 21 034 - Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal Tender Evaluation Report Memo

11.5 Naming Proposal of Pavilion at Rowan Road Reserve, Dingley Village

Appendix 4 Lynne Fleming Pavilion - Signatures

# 8. Planning and Development Reports

# Council Meeting

**27 September 2021**

**Agenda Item No: 8.1**

# TREE REMOVAL APPLICATION AT 23 CANNES AVENUE BONBEACH PT-2021/389

**Contact Officer: Guillermo Henning, Team Leader Planning Appeals and Compliance**

## Purpose of Report

The purpose of this report is to brief Council on one (1) application which seeks to remove seventeen (17) trees from 23 Cannes Avenue, Bonbeach under the Community Local Law.

## Disclosure of Officer / Contractor Conflict of 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 support the granting of Local Law Permits for eleven (11) of the seventeen (17) trees outlined in Section 2 of this report, with the remaining six (6) trees assessed not supportive for removal based on their high level of significance, subject to:

1. Grant of a Building Permit which appropriately reflects the required Tree Protection Zones for those trees required to be retained; and
2. Conditions which require suitable indigenous canopy tree planting to be conditioned as replacement planting.

## 1. Executive Summary

At Council's Special Meeting on 14 October 2019 Council resolved, among other things, the following:

> *11. The instrument of delegation be amended to escalate any planning or local laws application for 10 or more tree removals for Council decision.*

In following the abovementioned Council resolution, Officers are presenting this report to Council for a decision.

This report provides an assessment of an application under Clause 42 of the Community Local Law at 23 Cannes Ave, Bonbeach. The application seeks to remove all (seventeen (17) trees from this site on the basis of the risk to health, safety and property damage and to allow for the demolition of the existing dwelling and the construction of a larger dwelling.

All seventeen trees at this address are Australian native species, with several of these trees being highly significant indigenous canopy trees. While Council's Vegetation Management Officers support the removal of most of the onsite vegetation to allow for the proposed development, they also recognise the high level of significance of six of the existing trees on site. Consequently it is recommend their retention as part of the proposed development.

## 2. Assessment

The site subject to this tree removal application, 23 Cannes Avenue, Bonbeach is located along the northern side of Cannes Avenue and currently comprise a single dwelling.

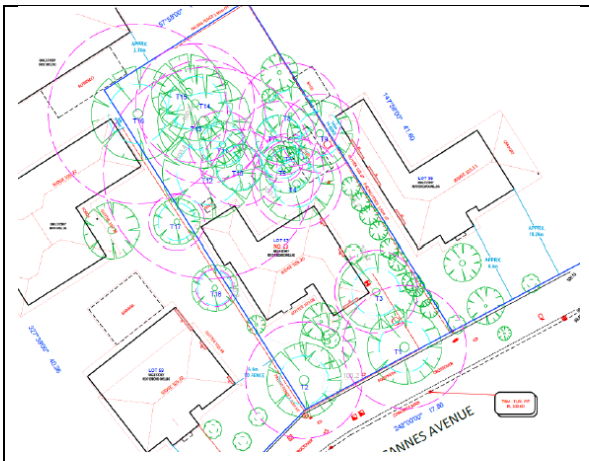


**Subject Site**

Council officers have received the following information from the permit applicant:

- Concept Drawings (revision 1) prepared by Eight Homes on the 20 July 2021

- Arboricultural Impact Assessment by Molloy Arboriculture Pty Ltd dated 24 June 2021 (assessment based on the concept plans)

| | |
|---|---|
|  |  |
| **Existing conditions** as shown on the Arboricultural Impact Assessment by Molloy Arboriculture Pty Ltd dated 24 June 2021 | **Proposed development** as shown on the Arboricultural Impact Assessment by Molloy Arboriculture Pty Ltd dated 24 June 2021 (including encroachment areas some not consistent with the requirements under *AS4970-2009 Protection of Trees on Development Sites)* |

Council's Vegetation Management Officers reviewed the above information and undertook a detailed assessment of the vegetation proposed to be removed on Friday 30th July 2021. Individual assessment of the trees can be found in the table on the next page.

Through discussion with the Senior Vegetation Management Officer, it was determined that the Risk of Harm (ROH) posed by most of the onsite vegetation is within the tolerable range (<1/100,000) due to the site's low level of occupancy and the generally good condition of the vegetation at this address.

In determining whether to grant a *permit* under clause 42 of the Community Local Law, *Council* must take the following into consideration:

*42B.1 the effect of the removal of the protected tree on the aesthetics of the neighbouring area; and*

*42B.2 whether the protected tree is dead or there are health and safety reasons justifying removal of the protected tree; and*

*42B.3 whether it is likely that the protected tree gives rise to a risk of damage to property or to the safety of the public; and*

*42B.4 whether the protected tree is causing a public nuisance or creating an undue nuisance to adjoining landowners; and*

*42B.5 any other matter which Council considers relevant to the circumstances associated with the application.*

**Officer Assessment:**

| Tree no. | Botanical Name | Common Name | Origin | Height (m) | Assessment | Retention Value | Summary of risk assessment | Recommendation |
|---|---|---|---|---|---|---|---|---|
| **1.** | *Melaleuca armillaris* | Giant Honey Myrtle | Victorian Native | 6 | Commonly planted species in fair condition and with moderate amenity at the front of the site | Low-Moderate | Tolerable | Support removal to allow for the proposed development |
| **2.** | *Eucalyptus cephalocarpa* | Silverleaf Stringybark | Kingston Native | 8 | Rare indigenous tree with moderate amenity and high ecological value - species is endangered within Kingston | High | Tolerable, can be managed through pruning | **Do not support removal** |
| **3.** | *Bursaria spinosa* | Sweet Bursaria | Kingston Native | 8 | Tree is in good condition and is a large size for this uncommon indigenous species | Moderate-high | Tolerable | **Do not support removal** |
| **4.** | *Melaleuca styphelioides* | Prickly-leaf Paperbark | NSW/QLD Native | 9 | Relatively young tree of a commonly planted species - structural defects developing due to competition | Low | Tolerable | Support removal to allow for the proposed development |
| **5.** | *Melaleuca styphelioides* | Prickly-leaf Paperbark | NSW/QLD Native | 8 | Relatively young tree of a commonly planted species - structural defects developing due to competition | Low | Tolerable | Support removal to allow for the proposed development |
| **6.** | *Melaleuca styphelioides* | Prickly-leaf Paperbark | NSW/QLD Native | 5 | Dead tree | Low | Tolerable | Support removal to allow for the proposed development |
| **7.** | *Melaleuca styphelioides* | Prickly-leaf Paperbark | NSW/QLD Native | 8 | Relatively young tree of a commonly planted species - structural defects developing due to competition | Low | Tolerable | Support removal to allow for the proposed development |
| **8.** | *Leptospermum laevigatum* | Coast Tea-tree | Kingston Native | 3 | Healthy indigenous tree that is developing as a spreading shrub – moderate ecological value, but relatively low amenity | Moderate | Tolerable | Support removal to allow for the proposed development |
| **9.** | *Melaleuca styphelioides* | Prickly-leaf Paperbark | NSW/QLD Native | 8 | Relatively young tree of a commonly planted species, in fair condition | Low-Moderate | Tolerable | Support removal to allow for the proposed development |
| **10** | *Melaleuca styphelioides* | Prickly-leaf Paperbark | NSW/QLD Native | 7 | Relatively young tree of a commonly planted species - structural defects developing due to competition | Low | Tolerable | Support removal to allow for the proposed development |
| **11** | *Callitris columellaris* | White Cypress Pine | VIC/NSW/ QLD Native | 12 | Uncommonly planted species and in good condition | Moderate-high | Tolerable | **Do not support removal** |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **12** | *Banksia integrifolia* | Coast Banksia | Kingston Native | 15 | Very large indigenous tree in fair condition – high environmental and ecological value, some deadwood within canopy, but risk could be managed through pruning | High | Tolerable, can be managed through pruning | **Do not support removal** |
| **13** | *Banksia integrifolia* | Coast Banksia | Kingston Native | 15 | Large indigenous tree in good condition, high ecological and environmental value, no reason for removal | High | Tolerable | **Do not support removal** |
| **14** | *Banksia integrifolia* | Coast Banksia | Kingston Native | 15 | Large indigenous tree in good condition, high ecological and environmental value, no reason for removal | High | Tolerable | **Do not support removal** |
| **15** | *Eucalyptus sp.* | Eucalypt | Australian Native | 7 | Small eucalypt with significant dieback and is overhanging the boundary | Low | Not tolerable | Support removal due to risk to health and safety, and property damage |
| **16** | *Eucalyptus maidenii* | Maiden's Blue Gum | Victorian Native | 10 | Tree in very poor condition (significant decay within trunk, and multiple failed limbs) overhanging boundary and neighbouring dwelling | Low | Not tolerable | Support removal due to risk to health and safety |
| **17** | *Eucalyptus sp.* | Dead Eucalypt | Australian Native | 5 | Stump from a large eucalypt that was lopped to 5m in height | Low | Tolerable | Support removal to allow for the proposed development |

In summary it is recommended:

- In line with the criteria set out under Clause 42B.2, 42B.3 and 42B.5, eleven of the trees supported for removal to give way to the redevelopment of this site. Tree numbers 1, 4-10 and 15-17 at this site have **Low** to **Moderate** retention value.

  - Permit conditions will require indigenous replacement planting
  - It is recommended that a condition on any permit be included to ensure the vegetation is removed once a building permit is obtained which clearly illustrates how the required trees for retention will be retained with adequate tree protection zones.

- The remaining six (6) trees at this site (numbers 2-3 and 11-14) have **Moderate to High** or **High** retention value and in line with the criteria set out under Clause 42B.1 and 42B.5, their **removal is not supported.** The reasons are provided below:

  - These are all mature canopy trees of a significant size and contribute significantly to the local environment and ecosystem
  - Mature canopy trees of this size and calibre are becoming increasingly rare within Kingston, with Tree 2 being one of only three mature specimens of this species known from private land within Kingston
  - As indigenous canopy trees of an outstanding size, or of an endangered species, trees 2-3 and 12-14 would likely meet the criteria to be nominated within Kingston's Significant Tree Register.

- The retention of these trees is consistent with the Climate and Ecological Emergency Response Plan June 2021 which encourage the protection and growth of the urban forest.

- Whilst the retention of the six (6) trees will require a redesign of the proposal to ensure compliance with *AS4970-2009 Protection of Trees on Development Sites*, the significance of these trees warrants such alterations. We note that the conclusions and recommendations of the *Impact Assessment Report* prepared by Molloy Arboriculture Pty Ltd, acknowledge the value of this vegetation and has supported its removal only to give way to the development.

- Council records show that to this date there are no building permit approvals on site.

## 3. Conclusion

Officers consider that pursuant to Clause 42.B2, 42B.3 and 42B.5 of the Community Local Law, a permit for Trees 1, 4-10 and 15-17 should be granted given the following:

- There are health and safety or property damage concerns justifying the removal of the protected trees.
- The trees require removal to allow for the proposed development.

And that pursuant to Clause 42B.1 and 42B.5 of the Community Local Law a permit should not be granted for Trees 2-3 and 11-14 given the following:

- The trees present a moderate to high or high retention value and do not present any health reasons to allow their removal
- The removal of these trees will significantly impact the local amenity, and will negatively impact the local ecosystem and environment (shading, cooling, habitat etc.)

## Appendices

Appendix 1 - Site inspection Photos for 23 Cannes Avenue Bonbeach (Ref 21/208916)

Appendix 2 - PT-2021/389 -20 Cannes Avenue, BONBEACH - Considered Concept Plans and Arboricultural Impact Assessment (Ref 21/208907)

| | |
|---|---|
| Author/s: | Guillermo Henning, Team Leader Planning Appeals and Compliance |
| Reviewed and Approved By: | Alfred Carnovale, Manager City Development |
| | Jonathan Guttmann, General Manager Planning and Development |

# 8.1

# TREE REMOVAL APPLICATION AT 23 CANNES AVENUE BONBEACH PT-2021/389


**1 Site inspection Photos for 23 Cannes Avenue Bonbeach ..... 15**

**2 PT-2021/389 -20 Cannes Avenue, BONBEACH - Considered Concept Plans and Arboricultural Impact Assessment ..... 29**

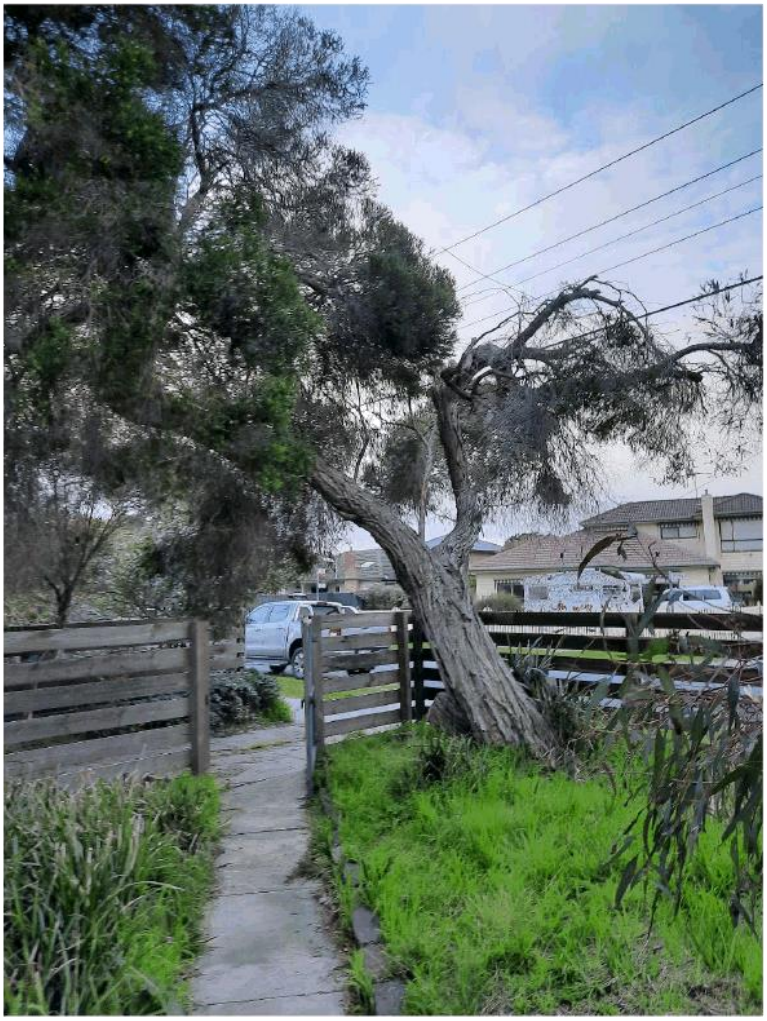


*Figure 1 Tree 1*




Figure 2 Tree 2, with Tree 1 to the right and Tree 12 to the left



*Figure 3 Tree 3*

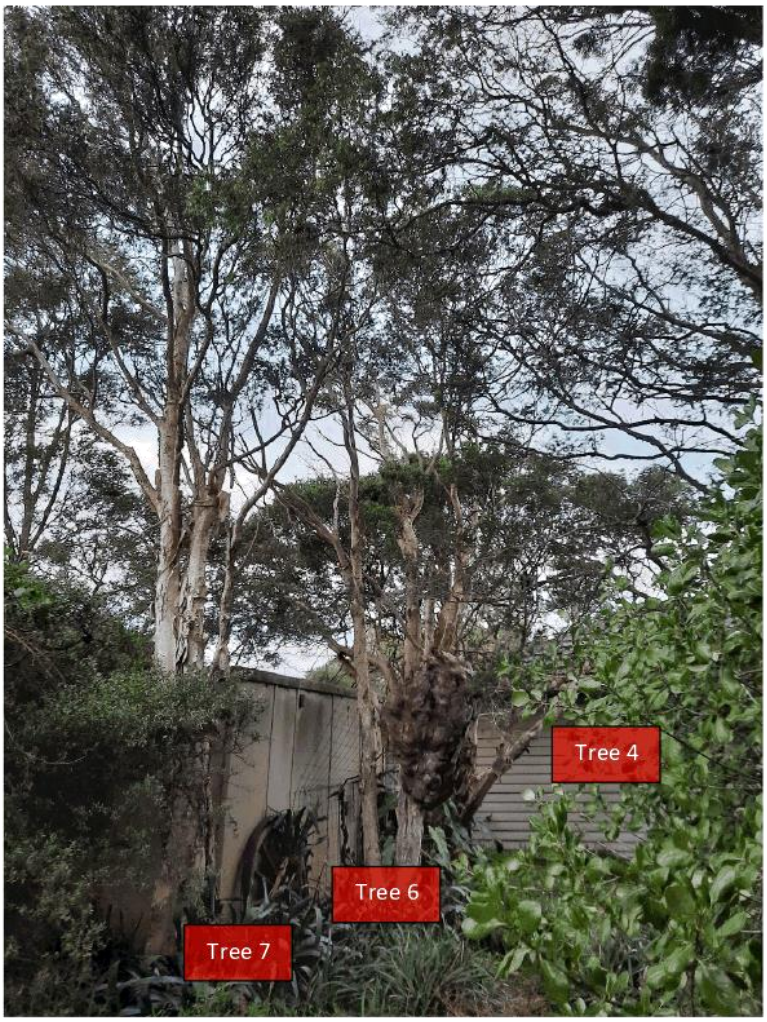



*Figure 4 Trees 4-7*




*Figure 5 Tree 8, with Tree 7 to the right and Tree 9 in the background*



Figure 6 Tree 9

*Figure 7 Tree 4 and 10*




*Figure 8 Tree 4 and 10*




*Figure 9 Tree 12, with Tree 10 to the left and Tree 16 in background*



*Figure 10 Tree 11*

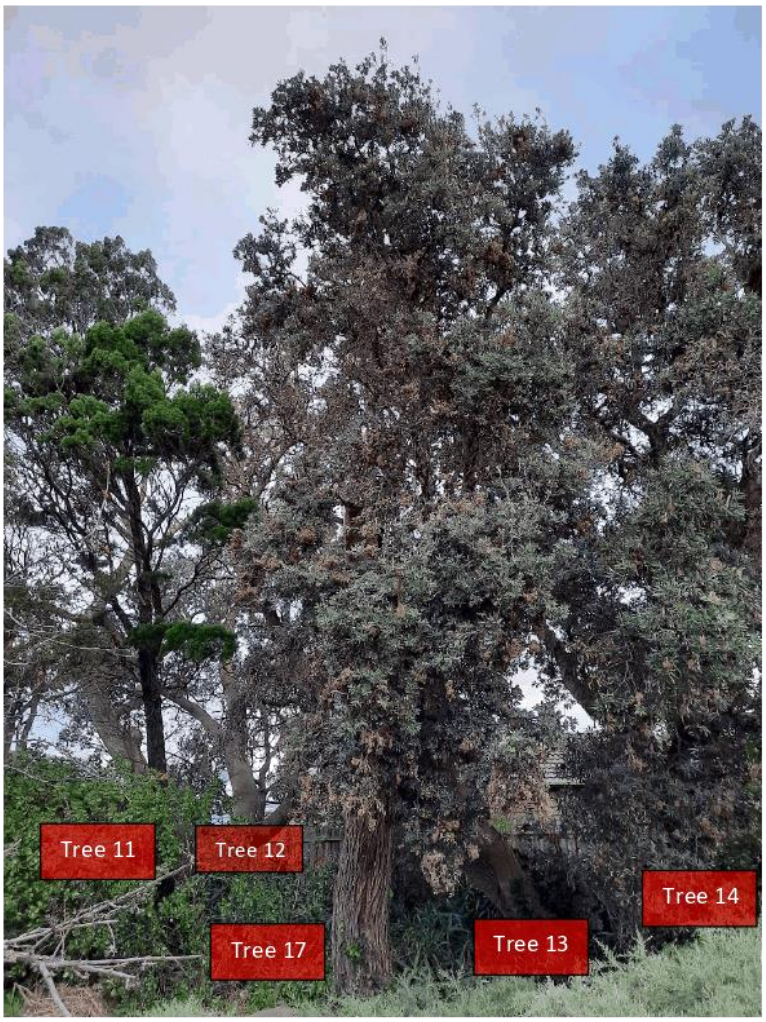



*Figure 11 Trees 11-14 and 17*

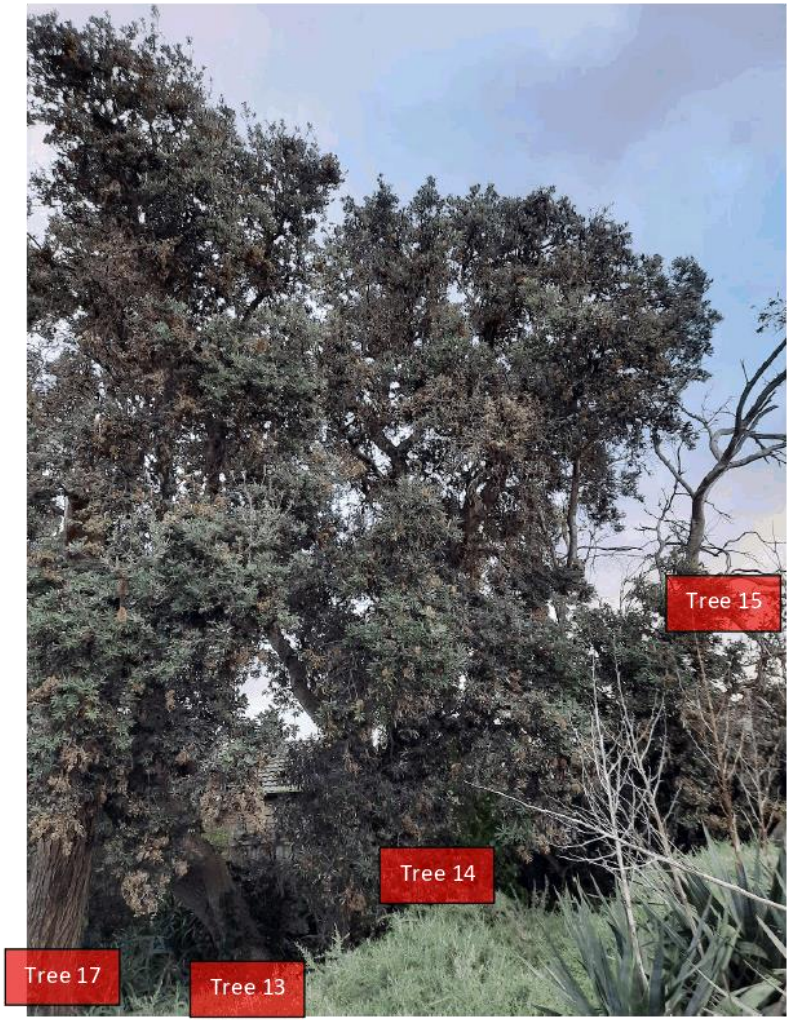



*Figure 12 Trees 13-15 and 17*

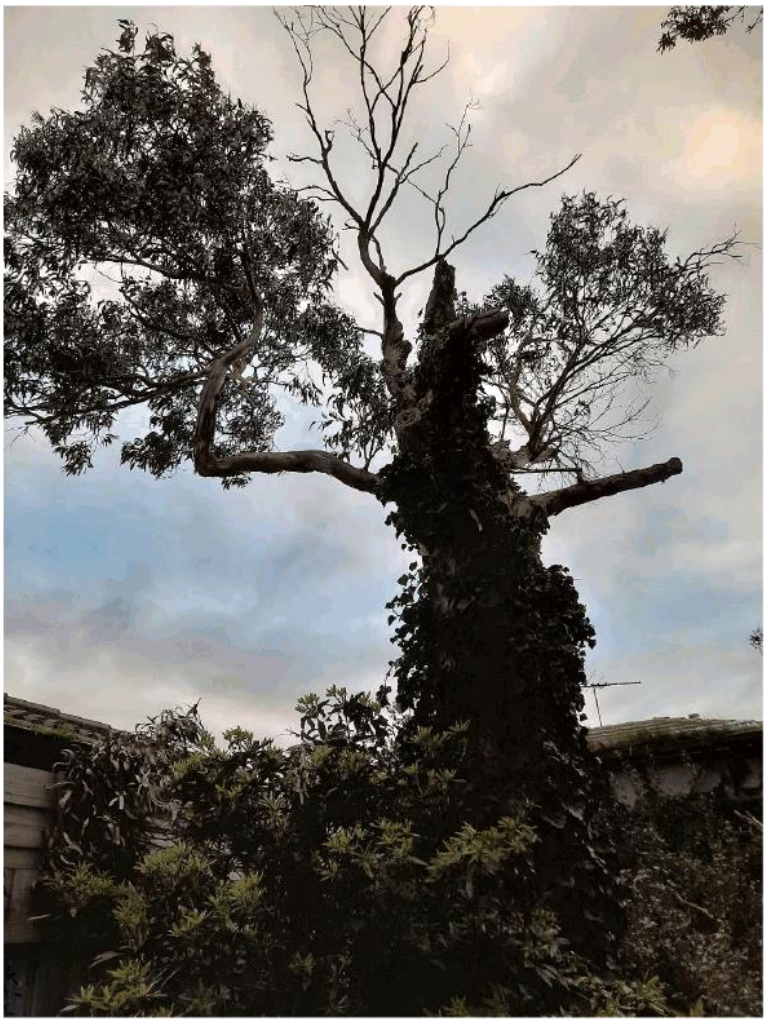


Figure 13 Tree 16




*Figure 14 Tree 17 with Trees 13 and 14 in background*

**Molloy Arboriculture Pty Ltd**

# Arboricultural Impact Assessment Report

**Thursday, 24 June 2021**

## Site Address:

Lot 57, #23 Cannes Avenue, Bonbeach

## Prepared for:

Urban Edge Building Group on behalf of Lindsay & Melody Bryan

## Prepared by:

Simon Molloy
Arboricultural Consultant
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ABN: 17 155 421 837

**Version 1**

| Document control | | |
|---|---|---|
| **Version 1** | **Original** | **24/06/2021** |

Arboricultural Impact Assessment Report

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Arboricultural Impact Assessment Report

## 1. EXECUTIVE SUMMARY

The purpose of this report is to provide the findings of an assessment of eighteen (18) significant tree features on and adjacent the subject site and to determine the impact of proposed works on the long term vigour of the trees. The report is to recommend tree protection measures, alternative construction measures and modification to the design as required to enable successful retention of the trees. *AS 4970-2009*, *Protection of Trees on Development Sites* has been referenced and all measurements are based on the standard.

A site visit was conducted on Tuesday, 8 June 2021 for the purposes of data collection and to assess tree and site conditions.

Three of the assessed trees (trees 6, 15 & 16) received an arboricultural rating of "None" with all of the remaining surveyed trees receiving a value of "moderate".

The subject site and adjoining private are subject to the Kingston-Community-Local-Law-Consolidated-Adopted-by-Council-26-November-2018, Part 2 – Your Property, Trees and Pets section 42 which limits vegetation removal. Trees 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14 and 16 require a permit for removal.

Trees 1, 3, 4, 5, 6, 7, 8, 10, 11, 12 and 13 sit within the footprint or less than 1 metre from the footprint of proposed works with trees 9, 14

## 2. SCOPE AND REPORT OBJECTIVES

This report is prepared at the request of Danny Tran if 8Homes to prepare an Arboricultural Impact Assessment Report incorporating an Arboricultural Assessment in accordance with *Australian Standard AS4970-2009 Protection of Trees on Development Sites* as part of supporting documentation for works to construct a single dwelling on the subject site.

The report covers a total of eighteen (18) significant tree features on and adjacent the subject site that may be affected by the proposed works.

The report objectives are:

- To number and identify to Genus/Species any significant tree features on and adjacent the subject site likely to be affected by proposed works;
- To assess the vigour, structure and overall condition of the surveyed trees;
- To provide an arboricultural value based on observed characteristics;
- To provide recommendations for tree retention or removal based on observed characteristics;
- To determine the impact of the proposed works on retained trees in accordance with *AS4970-2009* and provide general tree protection guidelines;
- Provide recommendations for alternative construction techniques or modification to the design as required; and
- Provide management methodology to ensure the ongoing viability of retained trees.

## 3. FACTS, MATTERS AND ASSUMPTIONS

- It is assumed that the root distribution of all trees on site is largely symmetrical unless otherwise stated and that no previous root damage has occurred where none is currently visible;
- It is assumed that the growing conditions for the subject trees does not manifestly change over the time prior, during or after the proposed development takes place other than as a result of proposed works;
- It is assumed that the drawings and their contents prepared by Urban Edge Homes/8Homes are true and correct; and
- Any Feature survey and landscape plans are included for illustrative purposes only.

# 4. SITE ANALYSIS AND SURVEY METHODOLOGY

## 4.1.Site Analysis

The subject site is a rectangular shaped lot of 732m$^2$ that is currently occupied by a single storey weatherboard dwelling which is constructed on stump type footings. A metal garage is located on the eastern side of the house and is accessed via a concrete driveway from the street frontage.

The front of the site is near level with no significant high or low points. The rear yard of the subject has a number of undulations and a small rise towards the back boundary.

Vegetation on the site consists of a significant number of large native and indigenous trees with a number of smaller shrubs scattered around.

Adjacent properties contain a mix of single dwellings and multi dwelling developments predominately of single storey with a mix of small to large trees.

## 4.2.Planning and Local Regulations

The subject site is located at 23 Cannes Avenue, Bonbeach within the City of Kingston. The site is covered by a *General Residential Zone – Schedule 2 (*GRZ2) with no other planning overlays found.

Vegetation removal on the subject land and neighbouring private properties is limited by the Kingston-Community-Local-Law-Consolidated-Adopted-by-Council-26-November-2018, Part 2 – Your Property, Trees and Pets section 42. The local law also require a permit for works within the TPZ of a protected tree.

*protected tree means any:*

*a) tree with a trunk circumference greater than 110 centimetres measured at its base; or*

*b) multi-stemmed tree where the circumference of its exterior stems measured at its base is greater than 110 centimetres; or*

*c) tree planted as required by a replanting condition of a permit issued for the removal of a protected tree,*

*excluding species which are environmental weeds or noxious weeds*

### 4.3.Survey Methodology

A site visit was conducted on Tuesday, 8 June 2021 by Simon Molloy of Molloy Arboriculture Pty Ltd for the purposes of data collection and to assess tree and site conditions. Detailed data is contained within the Tree Data table in section 8 and tree numbers correspond to the plan located at section 10.

- The subject trees were identified to Genus/Species in the field and is considered as common with no samples taken for further identification;
- The subject trees were assessed from observations made as viewed from ground level with no trees climbed to conduct an upper canopy inspection. Assessment was limited only to parts of the trees visible with defects not visible from the ground excluded from any discussion or recommendations;
- A digital camera was used at ground level to gather photographic evidence. No alterations have been made to any photographs;
- Tree data was recorded digitally using a hand held PDA and converted to an Excel® spreadsheet;
- Height has been measured using a Nikon Forestry Pro hypsometer with canopy width paced out on site. Canopy width is the widest point of the canopy in a single direction;
- Trunk diameter was measured at 1.4 metres (nominal) above ground level using a Yamayo diameter tape. Where access to the tree was not available an estimate has been made using reference points. (Tree 3 DBH estimated);
- Data has been collected to calculate the Tree Protection Zone (T.P.Z.) and Structural Root Zone (S.R.Z.) in accordance with *AS4970-2009 Protection of Trees on Development Sites*;
- No soil, plant material or pest and disease samples were taken for further assessment;

### 4.4.Documents Viewed

The following documents have been viewed during the preparation of this report:

- Concept plans prepared by Urban Edge Homes dated 12/06/2019;
- Feature and level survey prepared by Rescom Consulting Engineers dated 15/05/2019

- Department of Environment, Land, Water And Planning (2018) Planning Property Report, 7 Hobson Street, Greensborough [accessed from http://mapshare.maps.vic.gov.au/vicplan/ , on 15/07/2019];
- Aerial imagery of the site

## 5. OBSERVATIONS

A total of eighteen (18) individual trees were assessed with sixteen (16) trees on the subject site and the remaining two (2) trees located at 21 Cannes Avenue Bonbeach. Detailed tree data for the surveyed trees is contained within the table at section 8.

The vigour of the surveyed trees has been determined by assessing foliage colour, size, density, shoot initiation and elongation when compared to a typical specimen of the species. Trees 1, 3, 4, 5, 7, 8, 9, 10, 11, 17 and 18 are considered to exhibit the typical to better vigour of the species when grown in similar environmental conditions. Trees 2, 12, 13 and 14 displayed reduced vigour with minor deadwood noted in the upper. Trees 6 and 15 are dead with no viable cambium detected. No significant pests or disease where noted across the trees on the site.

Trees 17 and 18 displayed good structure with no significant faults noted. Trees 15 and 16 displayed very poor structure with tree 15 dead and tree 16 has a history of branch failures which often occurs in the species. The remaining trees displayed various structural faults that are not considered fatal to tree retention with many faults able to be rectified with minor pruning or other arboricultural treatments

The arboricultural value of the trees assessed relates to a combination of factors including tree vigour, structure, and age and amenity value. The amenity of the tree relates to a trees functional, aesthetic and biological characteristics in an urban context and does not relate any conservation or ecological values as place on trees by other professions.

| Arboricultural Value | No. of Trees | Tree numbers |
|---|---|---|
| None | 3 | 6, 15 & 16 |
| Moderate | 15 | 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 17 & 18 |

**Table 5-1: Arboricultural Value of surveyed trees**

Trees rated as “none” are not considered worthy of retention and are either dead or display significant defects and are recommended to be removed.

Moderate value trees generally exhibited fair vigour, are juvenile or had some minor defects that will respond to arboricultural treatments and are expected to be medium to long term

features of the landscape. These trees should generally be retained and protected with removal to occur only if the design or the proposed works cannot be undertaken if the trees were retained. Moderate rated trees in neighbouring properties must be protected during all works on the subject site where these works may impact on their vigour and structure.

## 6. IMPACT ASSESSMENT

A desktop assessment of the level of encroachment into the calculated T.P.Z. of retained trees was made using a pdf file inserted into AutoCAD LT provided by Urban Edge Homes. Consideration was given to the site topography, the location of any current structures and use of the site.

The impact of the proposed works has been calculated by determining the Tree Protection Zone and Structural Root Zone (radial measurement from the centre of the trunk) for each tree in accordance with *AS4970-2009 Protection of Trees on Development Sites*. A "Minor" encroachment is considered to be under 10% with a "Major" encroachment more than 10% or any encroachment into the Structural Root Zone. The following table provides the T.P.Z., S.R.Z., the area in m² of the T.P.Z., encroachment expressed in m² and as a percentage. The location of services, sewer tie in point and legal point of discharge have not been shown on plans reviewed. Connection and installation of these services may result in additional encroachments which are beyond those assessed based on the plans supplied and may have a detrimental impact on retained trees. Drainage and services plans should be reviewed by the project arborist prior to final plans being issued.

| Tree # | Botanical Name | Common Name | DBH (cm) | TPZ | SRZ | TPZ m² | TPZ loss m² | TPZ loss % |
|---|---|---|---|---|---|---|---|---|
| **2** | *Eucalyptus goniocalyx* | Long Leaved Box | 52 | 6.24 | 2.61 | 122.32m² | 12.64m² | 10.33% |
| **9** | *Melaleuca styphelioides* | Prickly leaved Paperbark | 35 | 4.2 | 2.37 | 55.41m² | 13.69m² | 24.70% |
| **14** | *Banksia integrifolia* | Coast Banksia | 53 | 6.36 | 2.85 | 127.07m² | 36.93m² | 29.06% |
| **16** | *Eucalyptus bicostata* | Eurabbie | 80 | 9.6 | 3.17 | 289.52m² | 38.27m² | 13.21% |

| Tree # | Botanical Name | Common Name | DBH (cm) | TPZ | SRZ | TPZ m² | TPZ loss m² | TPZ loss % |
|---|---|---|---|---|---|---|---|---|
| 17 | *Acacia implexa* | Lightwood | 25 | 3 | 2 | 28.27m² | 7.16m² | 25.32% |
| 18 | *Callistemon viminalis* | Weeping Bottle brush | 12/5/6/5 (15) | 2 | 1.85 | 12.56m² | 1m² | 7.96% |

#Note: *DBH (Diameter at Breast Height) is measured at 1.4m (nominal) from natural ground level, T.P.Z. is the Tree Protection Zone in metres in a radius from the centre of the tree trunk and S.R.Z. is the Structural Root Zone in metres in a radius from the centre of the tree trunk. These measurements and distances are calculated in accordance with AS4970-2009 Protection of Trees on Development Sites.*

A portion of the new dwelling encroaches into the TPZ of tree 1 by 10.33% and is considered a major encroachment. Subject to management during works and implementation of plant health care measures no long term impact to the tree is expected.

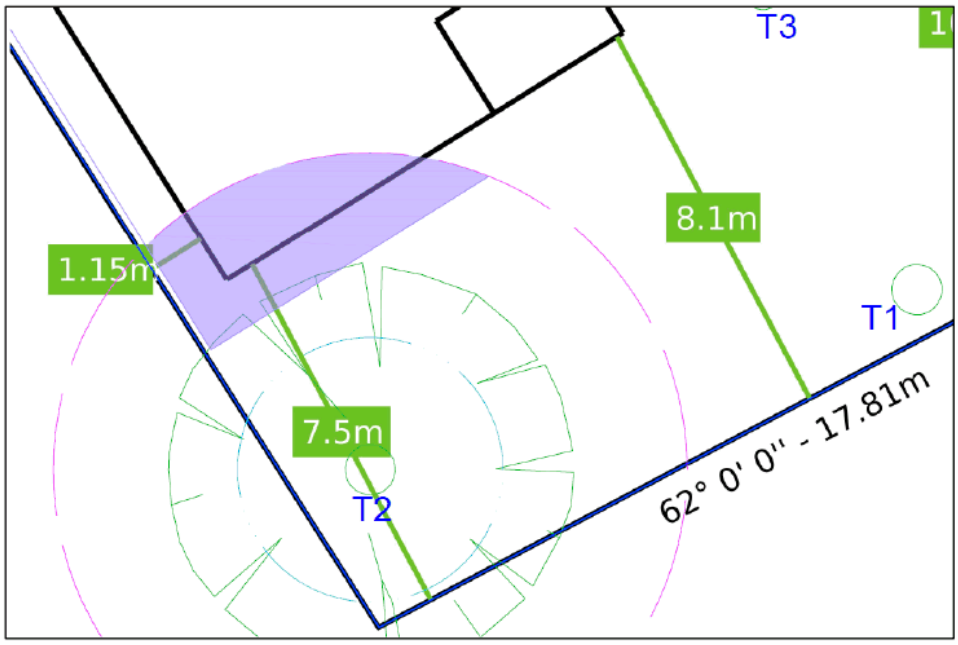



**Figure 1: Encroachment by proposed dwelling and expected over excavation and general site disturbance**

Trees 9, 14, 16 and 17 have a major encroachment into the TPZ with encroachment into the SRZ of trees 9, 14 and 17. All four trees are not expected to remain viable if typical construction methodology is employed.

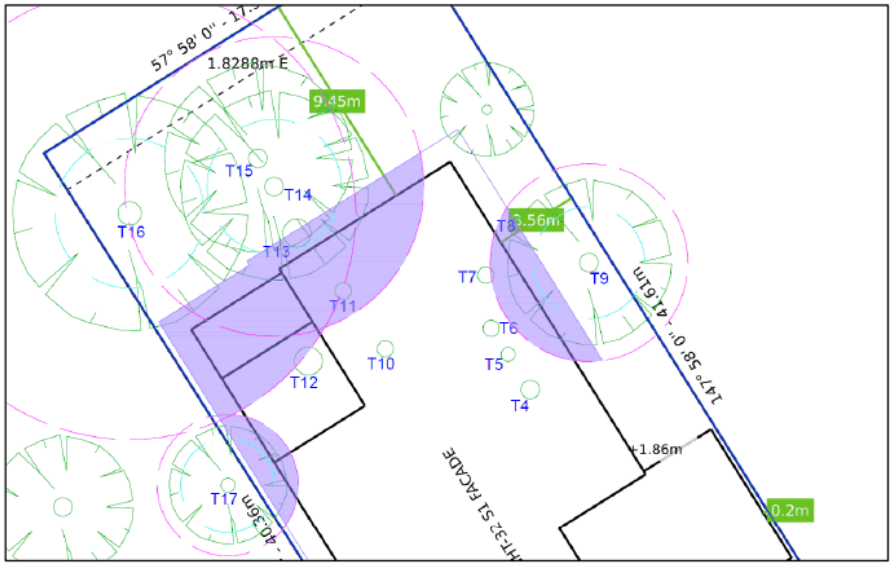



Figure 3: Encroachment by propose works into the TPZ of trees 9, 14, 16 and 17

Expected over excavations for construction of the proposed dwelling encroach into the TPZ of tree 18 by 7.96% however includes encroachment into the SRZ. Structural stability is likely to be compromised due to the loss of structural roots.

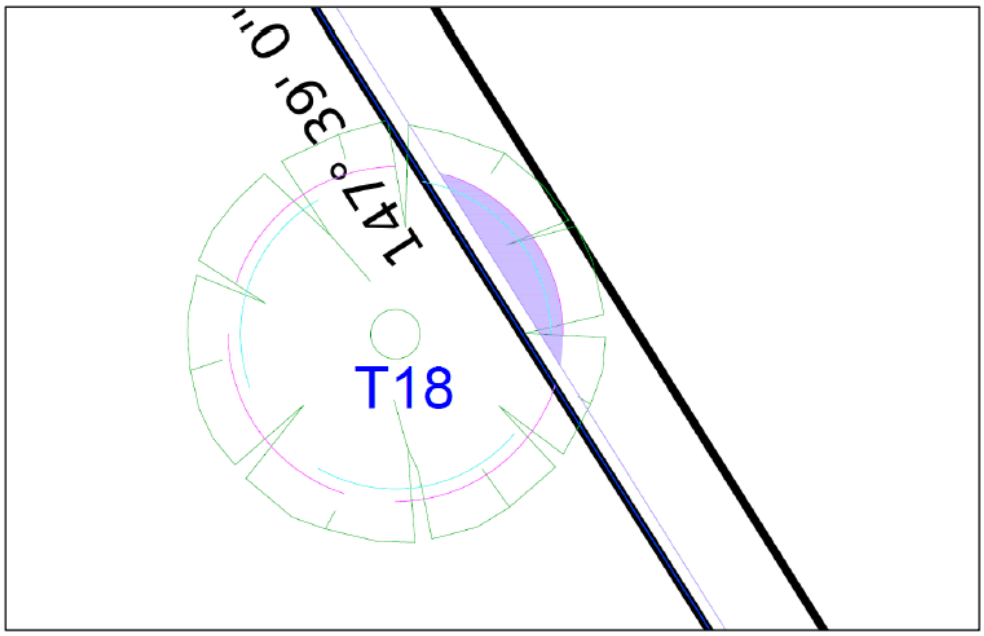



Figure 2: Encroachment by expected over excavation for dwelling footings and service installation.

## 7. CONCLUSIONS AND RECOMMENDATIONS

The proposed works require the removal of trees 1, 3, 4, 5, 6, 7, 8, 10, 11, 12 and 13 as they sit in the building footprint or within 1 metre. Trees 1, 3, 4, 5, 7, 8, 9, 10, 11, 12, and 13 require a permit for removal under the provision of the Kingston-Community-Local-Law-Consolidated-Adopted-by-Council-26-November-2018, Part 2 – Your Property, Trees and Pets section 42.

Trees 1, 6 and 16 are recommended to be removed due to poor structure with trees 6 and 15 dead. Demolition of the existing house will require the removal of tree 3.

Trees 1, 11, 12, 13 and 14 are large trees which contribute to the landscape of the neighbourhood. Trees 12, 13 and 14 may be remnant vegetation due to their size.

Works adjacent to trees 17 and 18 may result in structural failure with the species of tree 17 prone to failure where root loss occur.

A Local Law permit is required to undertake works within the TPZ of tree 1 and includes demolition, excavation and construction.

If the current design remains unchanged all excavations within the TPZ of trees 1, 17 and 18 are recommended to be supervised by a suitably qualified (minimum AQF 5) and experienced arborist. All root pruning must be undertaken in accordance with section 9 of AS4373-2007 using the appropriate tools.

Any pruning of retained trees must be undertaken by a qualified arborist in accordance with AS4373-2007 and be the minimum amount required to achieve the desired outcome.

It is recommended that in the instance where management techniques are not employed all works should be set outside the TPZ of tree 17 and SRZ of tree 18 and where occurring on the subject site including excavation and drainage works.

### 7.1. General Tree Protection Guidelines

All root pruning must be undertaken with reference to section 9 of AS4373-*Pruning of Amenity Trees*. All root pruning is to be undertaken using the appropriate tools such as secateurs, loppers, handsaws or chainsaws. At no time is the bucket of an excavator or similar machinery be used to prune roots. All roots over 10mm in dimeter must be pruned correctly with no roots over 25mm to be severed.

The natural ground level as per the original feature survey must be maintained in the area

of the TPZ of retained trees where occurring on the subject site and outside of the footprint of approved proposed structures. No site scrap is to occur or fill placed within the retained TPZ or modified TPZ of any retained tree.

Retained trees must be adequately fenced during all works on the site including demolition, excavation and construction with fencing generally to be in accordance with section 4.3 of AS4970-2009 *Protection of Trees on Development Sites*. Fencing must cover the entire portion of the TPZ of retained trees where occurring on the subject site and reduced by the minimum amount to allow for construction of the proposed works. Reduction in TPZ fencing will generally allow for a 2 metre wide zone adjacent the new dwellings with appropriate ground protection to be installed in lieu of fencing.

The following recommendations are general in nature and provide advice for further protection of retained trees.

**Activities generally excluded from the T.P.Z. include but are not limited to:**

- machine excavation including trenching
- excavation for silt fencing
- cultivation
- storage of materials
- preparation of chemicals, including preparation of cement products
- parking of vehicles and plant
- refuelling
- dumping of waste
- wash down and cleaning of equipment
- placement of fill
- lighting of fires
- soil level changes
- temporary or permanent installation of utilities and signs
- physical damage to the tree

**The following principles must be applied to the landscape design and construction within the T.P.Z.:**

- Exposed roots must not be allowed to desiccate, and should be either backfilled immediately following exposure and pruning or be covered with moistened thick hessian or jute matting and pinned. The covering must be kept moist until the roots are permanently covered;
- Where applicable, scalping of soil must not remove matter other than loose organic material and or/ turf to a maximum depth of 25mm. Roots having a diameter 25mm or greater must be left in situ and must not be removed without the consent of the site arborist;
- If the grade is to be raised the material should be coarser or more porous than the underlying material. Depth and compaction should be minimized;
- The natural soil must not be compacted. Measures to prevent this from occurring must be implemented and approved by the project arborist;
- Skid loaders/ excavators or other machinery must not operate on exposed final grade within the T.P.Z. area and must avoid turning within the T.P.Z.;
- The installation of hard landscaping features or boundary fencing dividing private open space requiring excavation must be reviewed and approved by a suitably qualified arborist. If necessary, root sympathetic construction techniques must be employed;
- Where organic mulch is used, do not lay to a depth greater than 200mm. The minimum depth should be 70mm. Mulch that does not impede water infiltration or gaseous exchange should be used;
- Trenching for the installation of irrigation lines should not take place inside the T.P.Z. of trees to be retained;
- Watering and fertilising should be limited adjacent to mature trees;
- Excavation of holes for planting of new trees and shrubs should be done by hand and no roots over 25mm in diameter should be severed. The placement of new trees and shrubs will need to be reviewed onsite to allow for preservation of root mass of retained trees; and
- Turf is not to be laid within the S.R.Z. of retained trees and when installed within the T.P.Z. done without the use of a rotary hoe or similar machinery. The T.P.Z. shall not be terraced or levelled in any way

## 8. TREE DATA

| Tree # | Botanical Name | Common Name | Height (m) | Width (m) | D.B.H. (c.m.) | D.A.B. (c.m.) | Vigour | Structure | U.L.E. | Origin | Age Class | Arb Rating | T.P.Z. (m) | SRZ (m) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | *Melaleuca armillaris* | Giant Honey Bracelet Myrtle | 6 | 9 | 55 | 63 | Good | Fair | 10-20 | Native | Mature | Moderate | 6.6 | 2.73 |
| 2 | *Eucalyptus goniocalyx* | Long Leaved Box | 7.8 | 14 | 52 | 57 | Fair | Fair | 10-20 | Native | Mature | Moderate | 6.24 | 2.61 |
| 3 | *Bursaria spinosa* | Bursaria | 8 | 8 | 31/20 (37) | 55 | Good | Fair | 10-20 | Native | Mature | Moderate | 4.44 | 2.57 |
| 4 | *Melaleuca styphelioides* | Prickly leaved Paperbark | 9 | 8 | 40 | 50 | Good | Fair | 10-20 | Native | Mature | Moderate | 4.8 | 2.47 |
| 5 | *Melaleuca styphelioides* | Prickly leaved Paperbark | 8 | 5 | 32 | 40 | Good | Fair | 10-20 | Native | Mature | Moderate | 3.84 | 2.25 |
| 6 | *Melaleuca styphelioides* | Prickly leaved Paperbark | 7 | 2 | 15/12/ 7 (20) | 32 | Dead | Fair | 0-5 | Native | Mature | None | 2.4 | 2.05 |
| 7 | *Melaleuca styphelioides* | Prickly leaved Paperbark | 8 | 6 | 33 | 48 | Good | Fair | 10-20 | Native | Mature | Moderate | 3.96 | 2.43 |
| 8 | *Leptospermum laevigatum* | Coast Tea Tree | 3 | 7 | 46 | 55 | Good | Fair | 20+ | Indigenous | Mature | Moderate | 5.52 | 2.57 |

| Tree # | Botanical Name | Common Name | Height (m) | Width (m) | D.B.H. (c.m.) | D.A.B. (c.m.) | Vigour | Structure | U.L.E. | Origin | Age Class | Arb Rating | T.P.Z. (m) | SRZ (m) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **9** | *Melaleuca styphelioides* | Prickly leaved Paperbark | 8 | 7 | 35 | 45 | Good | Fair | 10-20 | Native | Mature | Moderate | 4.2 | 2.37 |
| **10** | *Melaleuca styphelioides* | Prickly leaved Paperbark | 7 | 6 | 34 | 45 | Good | Fair | 10-20 | Native | Mature | Moderate | 4.08 | 2.37 |
| **11** | *Callitris columellaris* | White Cypress Pine | 12 | 6 | 30 | 40 | Good | Fair | 20+ | Native | Mature | Moderate | 3.6 | 2.25 |
| **12** | *Banksia integrifolia* | Coast Banksia | 15 | 15 | 49/50/62 (94) | 110 | Fair | Fair | 20+ | Indigenous | Mature | Moderate | 11.28 | 3.44 |
| **13** | *Banksia integrifolia* | Coast Banksia | 15 | 15 | 55 | 85 | Fair | Fair | 20+ | Indigenous | Mature | Moderate | 6.6 | 3.09 |
| **14** | *Banksia integrifolia* | Coast Banksia | 15 | 15 | 53 | 70 | Fair | Fair | 20+ | Indigenous | Mature | Moderate | 6.36 | 2.85 |
| **15** | *Eucalyptus sp.* | Gum | 7 | 8 | 34 | 60 | Dead | V. Poor | 0-5 | Native | Dead | None | 4.08 | 2.67 |
| **16** | *Eucalyptus bicostata* | Eurabbie | 10 | 9 | 80 | 90 | Poor | V. Poor | 0-5 | Native | Mature | None | 9.6 | 3.17 |
| **17** | *Acacia implexa* | Lightwood | 7 | 6 | 25 | 30 | Good | Good | 20+ | Native | Semi Mature | Moderate | 3 | 2 |
| **18** | *Callistemon viminalis* | Weeping Bottle brush | 4 | 4 | 12/5/6/5 (15) | 25 | Good | Good | 10-20 | Native | Mature | Moderate | 2 | 1.85 |

**Table 8-1: Tree data**

## 9. PHOTOGRAPHIC CATALOGUE




Photograph 1: Front yard of subject site with trees 1 and 2 visible.



Photograph 2: Tree 3



Photograph 3: Tree 4



Photograph 4: Trees 4 - 7



Photograph 5: Tree 8




Photograph 6: Tree 11




Photograph 7: Tree 12




Photograph 8: Tree 13




Photograph 9: Tree 14 and 15



Photograph 10: Tree 16



Photograph 11: Tree 17

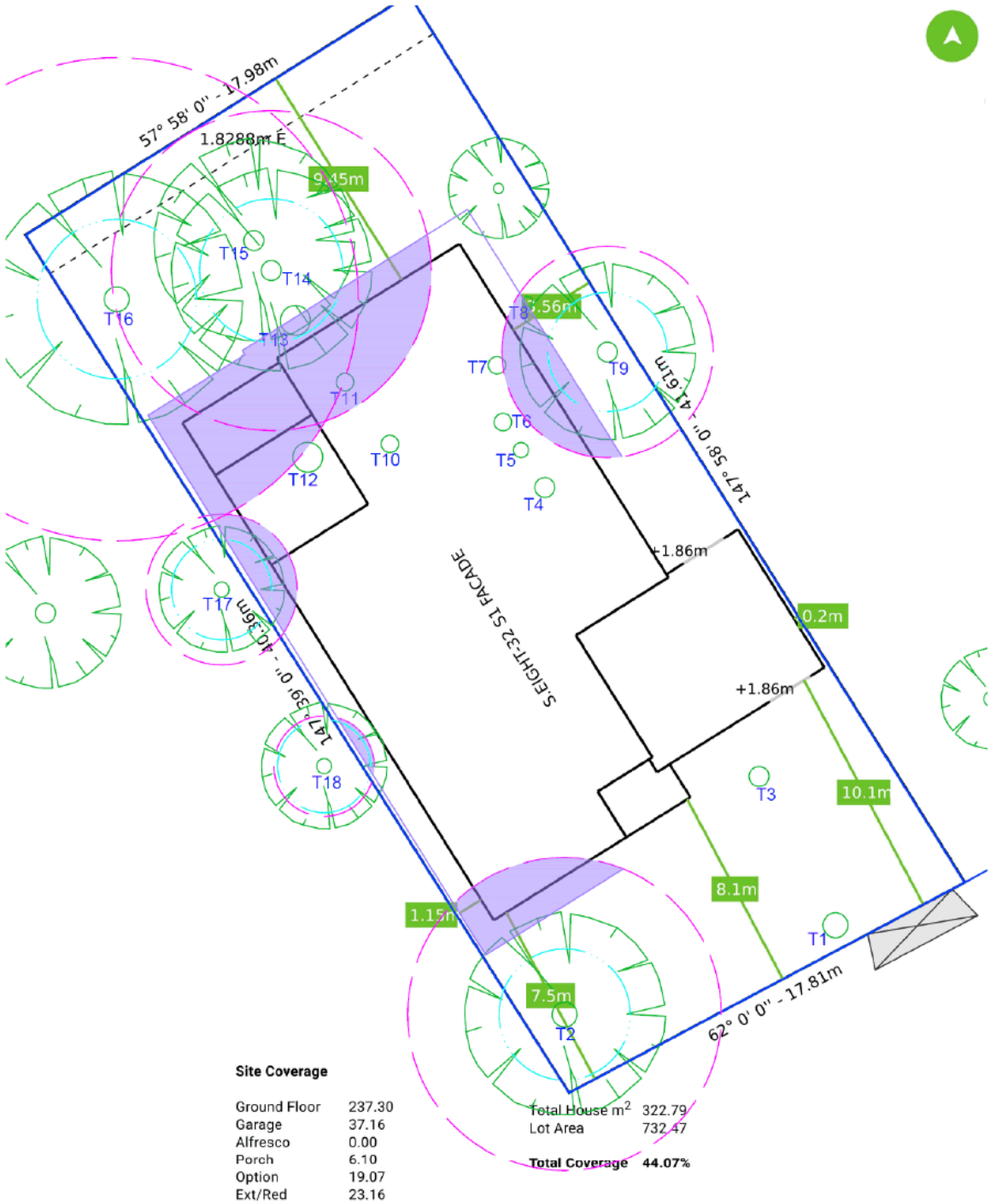


Photograph 12: Tree 18 as viewed from subject site

## 10. SITE PLAN


57°58'00"
APPRX. 3.78m
ALFRESCO
T15
T14
T16
T13
T8
T9
T1
T10
T12
T5
T4
T17
T18
T3
T2
T11
147°58'00" 41.60
LOT 56
CARPORT
RIDGE 105.11
APPRX. 10.26m
APPRX. 8.8m
LOT 57
NO. 23
RIDGE 105.30
GARAGE
LOT 58
RIDGE 105.62
327°39'00" 40.96
4.6m TO FENCE
FOOTPATH
CROSSOVER
CONCRETE KERB
242°00'00" 17.80
TBM - ELEC. PIT RL 100.00
CANNES AVENUE

## 11. PROPOSED WORKS




**Site Coverage**

| | |
|---|---|
| Ground Floor | 237.30 |
| Garage | 37.16 |
| Alfresco | 0.00 |
| Porch | 6.10 |
| Option | 19.07 |
| Ext/Red | 23.16 |

| | |
|---|---|
| Total House $m^2$ | 322.79 |
| Lot Area | 732.47 |
| **Total Coverage** | **44.07%** |

House siting is indicative only. Official siting will be provided at contract presentation, following soil test and survey with consideration given to rescode, site fall, retaining walls, covenant on title and estate guidelines. Siting maybe adjusted to comply with any/all of the above considerations.

## 12. BIBLIOGRAPHY

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Standards Australia. (2007). *AS 4373-2007 Pruning of Amenity Trees.* Sydney: Standards Australia.

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## 13. QUALIFICATIONS AND EXPERIENCE OF AUTHOR

This Arborist Report is written by Simon Molloy of Molloy Arboriculture Pty Ltd.

I have a Diploma of Applied Science Horticulture (Arboriculture) from University of Melbourne (1997) and have 20 years of practicing and consulting in the arboricultural industry. I have provided expert witness at VCAT and in law courts in Melbourne, Victoria and in British Columbia, Canada.

I have thorough arboricultural training, extensive experience and the necessary expertise in arboricultural knowledge and practices to make determinations in regards to tree health, retention value, and structural stability and positioning of trees.

## 14. DEFINITION OF TERMS

- DBH – The total diameter of the tree trunk at 1.4 m from ground level.
- Where there is a multi- stemmed tree the assessor will calculate a D.B.H. as per the method described in AS4970-2009.
- T.P.Z.: The calculated area of root zone to be protected to allow for continued vigorous growth of the tree. All measurements are expressed as a radius
- S.R.Z.: The calculated area of root mass required for stability of the tree. This amount of root mass is not adequate for continued vigorous growth of the tree. All measurements are expressed as a radius

### Tree Vigour

Good: The tree is demonstrating good or exceptional growth for the species. The tree should exhibit a full canopy of foliage and have only minor pest or disease problems. Foliage colour size and density should be typical of a health specimen of that species.

Fair: The tree is in reasonable condition and growing well for the species. The tree should exhibit an adequate canopy of foliage. There may be some dead wood in the crown, some grazing by insect or animals may be evident, and/or foliage colour, size or density may be atypical for a healthy specimen of that species.

Poor: The tree is not growing to its full capacity. Extension growth of the laterals may be minimal. The canopy may be thinning or sparse. Large amounts of dead wood may be evident throughout the crown, as well as significant pest and disease problems. Other symptoms of stress indicating tree decline may be present.

Very poor: The tree appears to be in a state of decline, and the canopy may be very thin and sparse. A significant volume of deed wood may be present in the canopy, or pest and disease problems may be causing a severe decline in tree health.

Dead: The tree is dead.

## Structure

- Good
- Fair
- Poor
- Very poor
- Failed

The definition of structure is the likelihood of the tree to fail under normal condition. A tree with good structure is highly unlikely to suffer any significant failure, while a tree with poor to very poor structure is likely or very likely to fail.

Good: The tree has a well-defined and balanced crown. Branch unions appear to be strong, with no defects evident in the trunks or the branches. Major limbs are well defined. The tree would be considered a good example for the species. Probability of significant failure is highly unlikely.

Fair: The tree has some minor problems in the structure of the crown. The crown may be slightly out of balance at some branch unions or branches may be exhibiting minor structural faults. If the tree has a single trunk, this may be on a slight lean, or be exhibiting minor defects. Probability of significant failure is low.

Poor: The tree may have a poorly structured crown, the crown may be unbalanced, or exhibit large gaps. Major limbs may not be well defined; branches may be rubbing or crossing over. Branch unions may be poor or faulty at the point of attachment. The tree may have suffered major root damage. Probability of significant failure is moderate.

Very poor: The tree has a poorly structured crown. The crown is unbalanced, or exhibits large gaps. Major limbs are not well defined. Branch unions may be poor or faulty at the point of attachment. A section of the tree has failed, or is in imminent danger of failure. Active failure may be present, or failure is probably in the immediate future.

Failed: A significant section of the tree or the whole tree has failed.

## Useful Life Expectancy (ULE)

- 0 years
- Less than 5 years
- 5 to 10 years
- 10 to 20 years
- 20 +

Useful life expectancy is approximately how long a tree can be retained safely and usefully in the landscape providing site conditions remain unchanged and the recommended works are completed.

It is based on the principals of safety and usefulness in the landscape and should not reflect personal opinions on species suitability.

| | |
|---|---|
| Unsafe or 0 years: | The tree is considered dangerous in the location and/or no longer provides any amenity value. |
| Less Than 5 years: | The tree under normal circumstances and without extra stress should be safe and have value of maximum of 5 years. The tree will need to be replaced in the short term. Replacement plants should be established as soon as possible if there is efficient space, or consideration should be given to the removal of the tree to facilitate replanting. |
| 5 to 10 Years: | The tree under normal circumstances and without extra stress should be safe and have value of maximum of 10 years. Trees in this category may require regular inspections and maintenance particularly if they are large specimens. Replacement plants should be established in the short term if there is sufficient space, or consideration should be given to the removal of the tree to facilitate replanting. |
| 10 to 20 Years: | The tree under normal circumstances and without extra stress should be safe and of value of up to 20 years. During this period, regular inspections and maintenance will be required. |
| 20 + Years: | The tree under normal circumstances and without extra stress should be safe and of value of more than years. During this period, regular inspections and maintenance may be required. |

## Origin

- Refers to the natural distribution of the plant.
- Native refers to plants naturally occurring on mainland and all islands of Australia.
- Indigenous refers to plants that naturally occur in the particular geographic area in question
- Exotic refers to plants that do not occur naturally on mainland Australia or all islands

## Age Class

- Juvenile plants are those that still exhibit juvenile foliage and characteristics such as narrow vertical form for large spreading trees and are expected to continue vigorous growth
- Semi mature plants are those that exhibit typical mature form and foliage but are still vigorously growing. Vigorous growth and further increase in size is expected
- Mature plants are those that are at the expected largest size for the plant and exhibit some growth. These plants are expected to maintain themselves without significant increase in size
- Senescent plants are those that exhibit dead sections in the canopy or have areas of significant decay. There may be some decrease in the overall size of the plant and failure of structural limbs for trees. Plant is not expected to be a long term component of the landscape dependent on species

## Arboricultural Value

Relates to the combination of previous tree condition factors, including vigour, structure and U.L.E. and also conveys an amenity value.

### Category Description

**High**

- Tree of high quality in good to fair condition. Generally a prominent Arboricultural feature. Tree is capable of tolerating changes in its environment. These trees have the potential to be a medium to long-term component of the landscape if managed appropriately. Retention of these trees is highly desirable.

**Moderate**

- Tree of moderate quality, in fair or better condition. Tree may have a condition, and or structural problem that will respond to Arboricultural treatment. Tree is capable of tolerating changes in its environment. These trees have the potential to be a medium to long-term component of the landscape if managed appropriately. Retention of these trees is generally desirable.

**Low**

- Tree of low quality and/or little amenity value. Tree in poor health and/or with poor structure. Tree unlikely to respond positively to changes in its environment and does not warrant design modification to preserve it.
- Tree is not significant for its size and/or young. These trees are easily replaceable.
- Tree (species) is functionally inappropriate to specific location and would be expected to be problematic if retained.
- Retention of such trees may be considered if not requiring a disproportionate expenditure of resources for a tree in its condition and location.

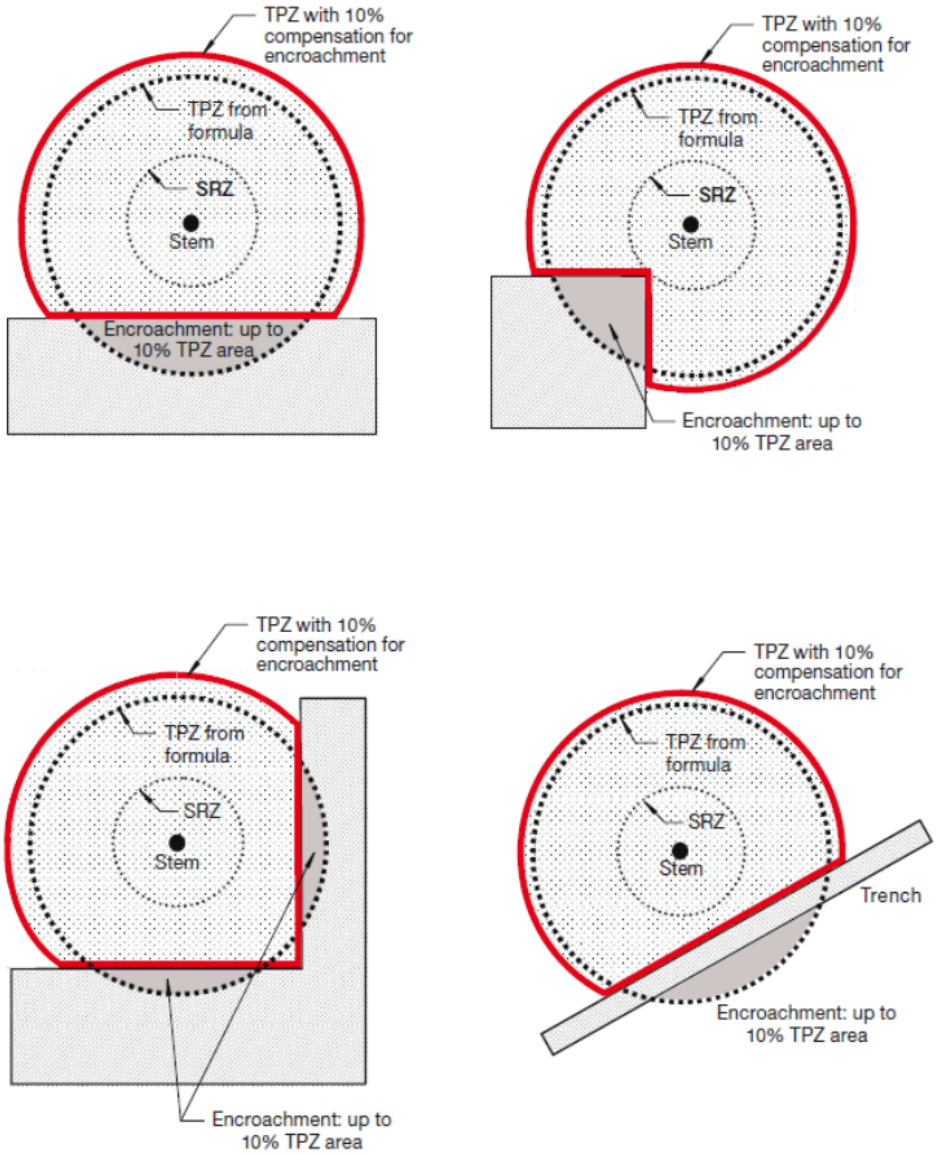
**None**

- Tree has a severe structural defect and/or health problem that cannot be sustained with practical Arboricultural techniques and the loss of tree would be expected in the short-term.
- Tree whose retention would be unviable after the removal of adjacent trees (includes trees that have developed in close spaced groups and would not be expected to acclimatise to severe alterations to surrounding environment – removal of adjacent shelter trees)
- Tree has a detrimental effect on the environment, for example, the tree is a woody weed.

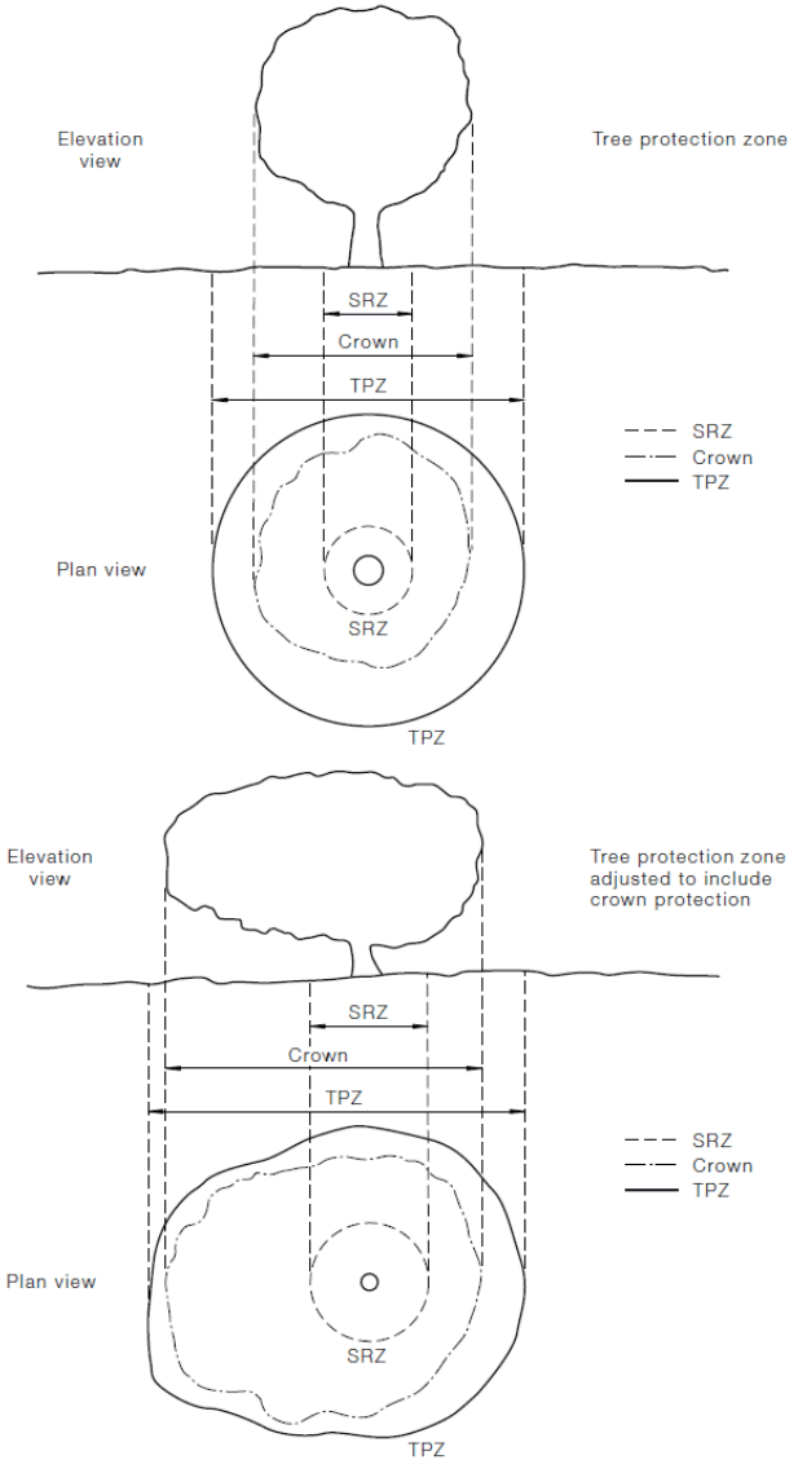
## Encroachment into Tree Protection Zone

(Informative)

Encroachment into the tree protection zone (T.P.Z.) is sometimes unavoidable.



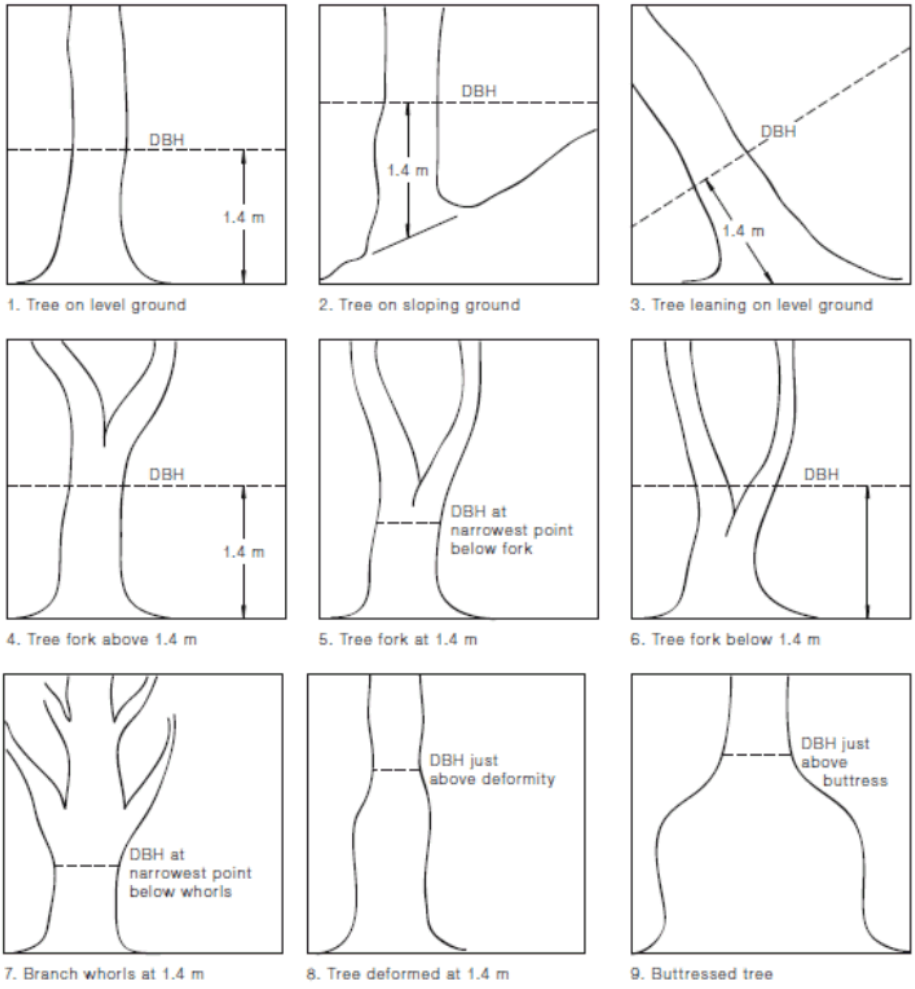
**Indicative Tree Protection**



## DIAMETER AT BREAST HEIGHT (DBH)

(Informative)

The diversity of trunk shapes, configurations and growing environments requires that DBH be measured using a range of methods to suit particular situations.




NOTE: For example 6, the combined stem DBH may be calculated using the formula

$$\text{Total DBH} = \sqrt{(DBH_1)^2 + (DBH_2)^2 + (DBH_3)^2}$$

## 15.LIMITATION OF LIABILITY

Molloy Arboriculture use their qualifications, education, knowledge, training, diagnostic tools and experience to examine trees and recommend measures. Clients may choose to accept or disregard the recommendations of this assessment and report.

Molloy Arboriculture cannot detect every condition that could possibly lead to the structural failure of a tree. Conditions are often hidden within trees and below ground. Unless otherwise stated observations have been made from ground level and limited to accessible components without dissection, excavation or probing. Molloy Arboriculture cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time.

Treatment, pruning and removal of trees may involve considerations beyond the scope of Molloy Arboriculture services, such as property boundaries and ownership, disputes between neighbours, sight lines, landlord-tenant matters, and related incidents. Molloy Arboriculture cannot take such issues into account unless complete and accurate information is given prior to or at the time of site inspection. Likewise, Molloy Arboriculture cannot accept responsibility for the authorisation or non-authorisation of any recommended treatment or remedial measures undertaken.

In the event that Molloy Arboriculture recommends retesting or inspection of trees at stated intervals or installs any cable/s, bracing systems and support systems Molloy Arboriculture must inspect the system installed at intervals not greater than 12 months unless otherwise specified in written reports. It is the client's responsibility to make arrangements with Molloy Arboriculture to conduct the re-inspection.

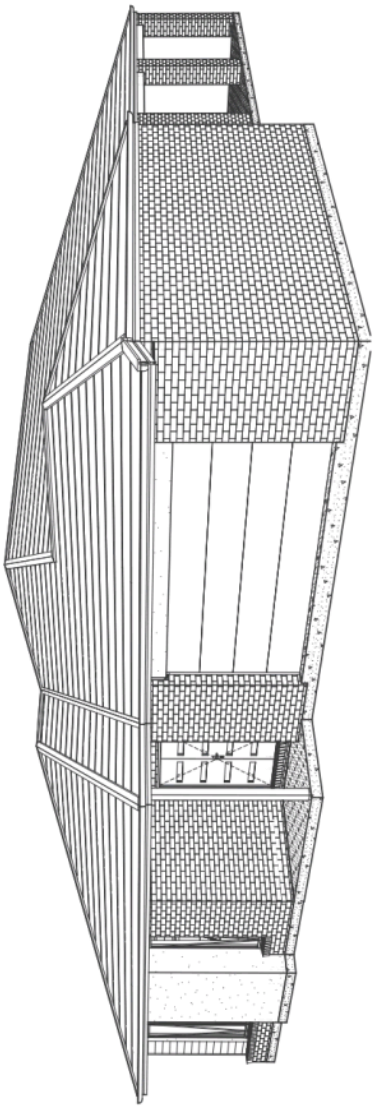
Information contained in this report covers those items that were examined and reflect the condition of those items at the time of inspection. There is no warranty or guarantee expressed or implied that the problems or deficiencies of the trees or property in question may not arise in the future.

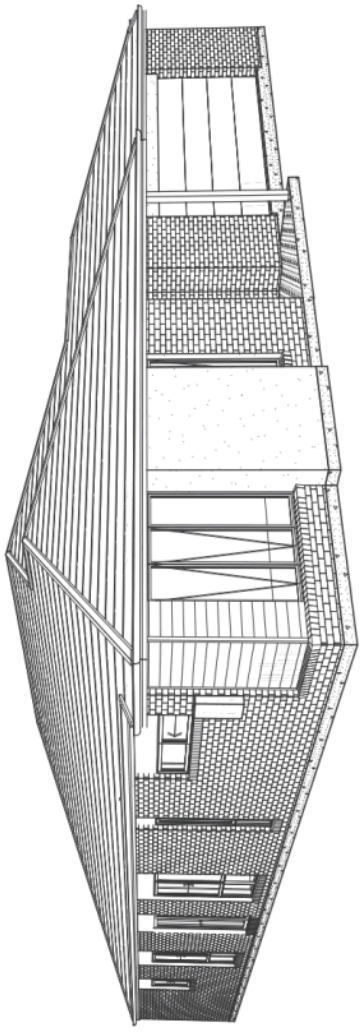
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# CONCEPT PLANS FOR
## LOT 57 , NO. 23 CANNES AVE
## BONBEACH VIC 3196





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PROPOSED RESIDENCE FOR
LINDSAY AND MELODY BRYAN AT
LOT 57 , NO. 23 CANNES AVE
BONBEACH VIC 3196

JOB No: 128350 | MEL REF.: 97 D4 | SHEET No: 1 of 6

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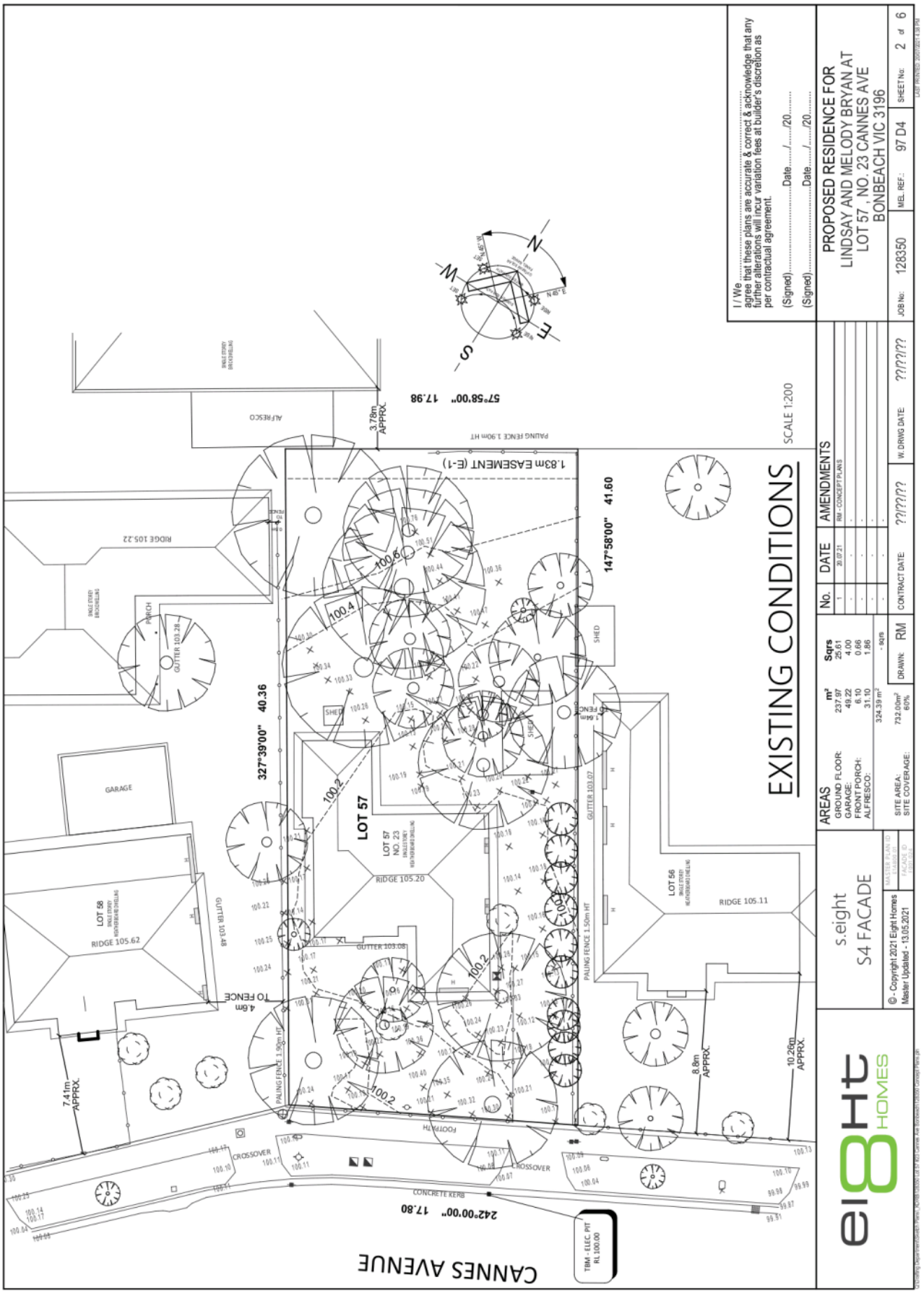
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| ALFRESCO: | 31.10 | 1.86 |
| | 324.39 m² | - sqrs |
| SITE AREA: | 732.00m² | |
| SITE COVERAGE: | 60% | |

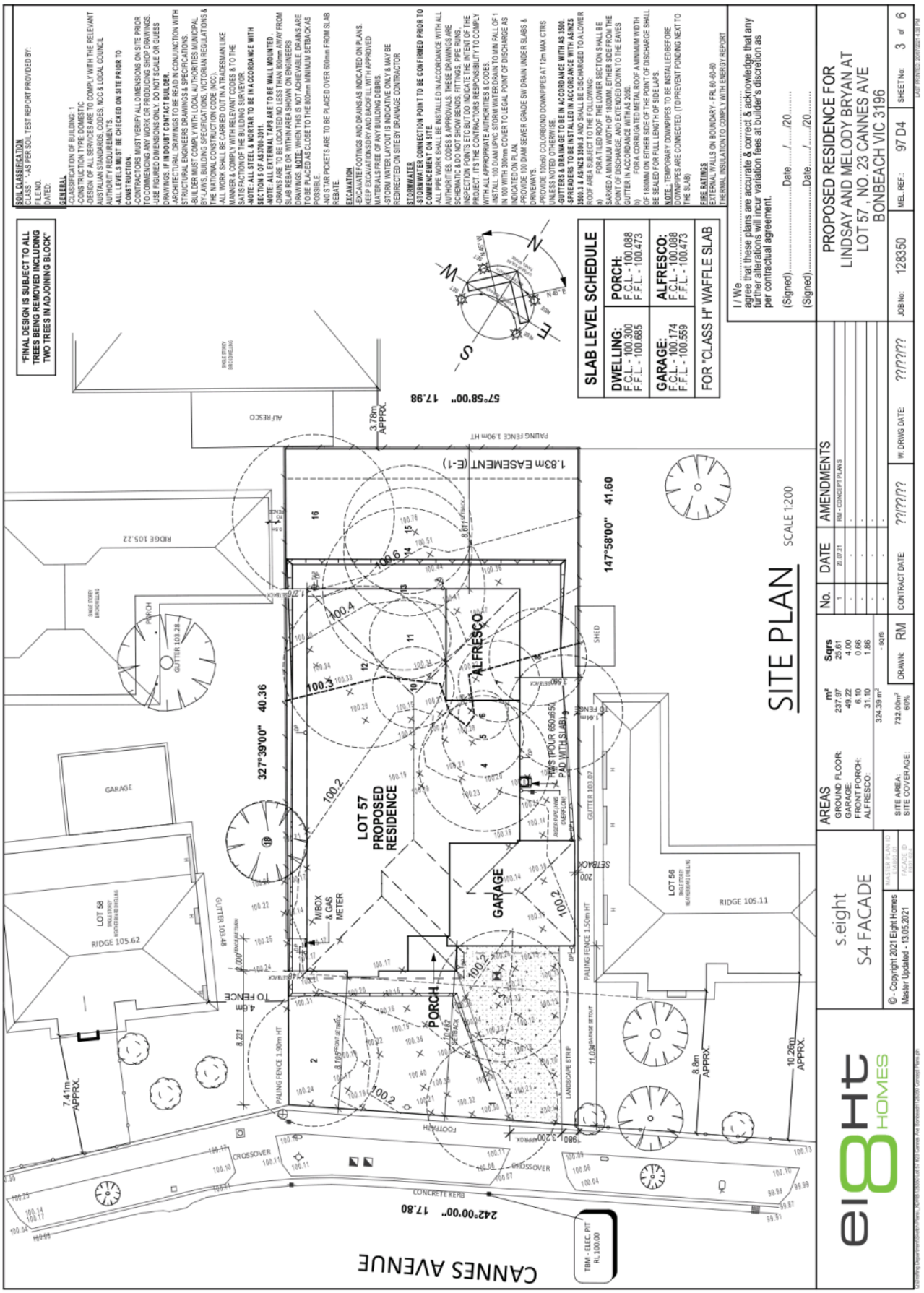
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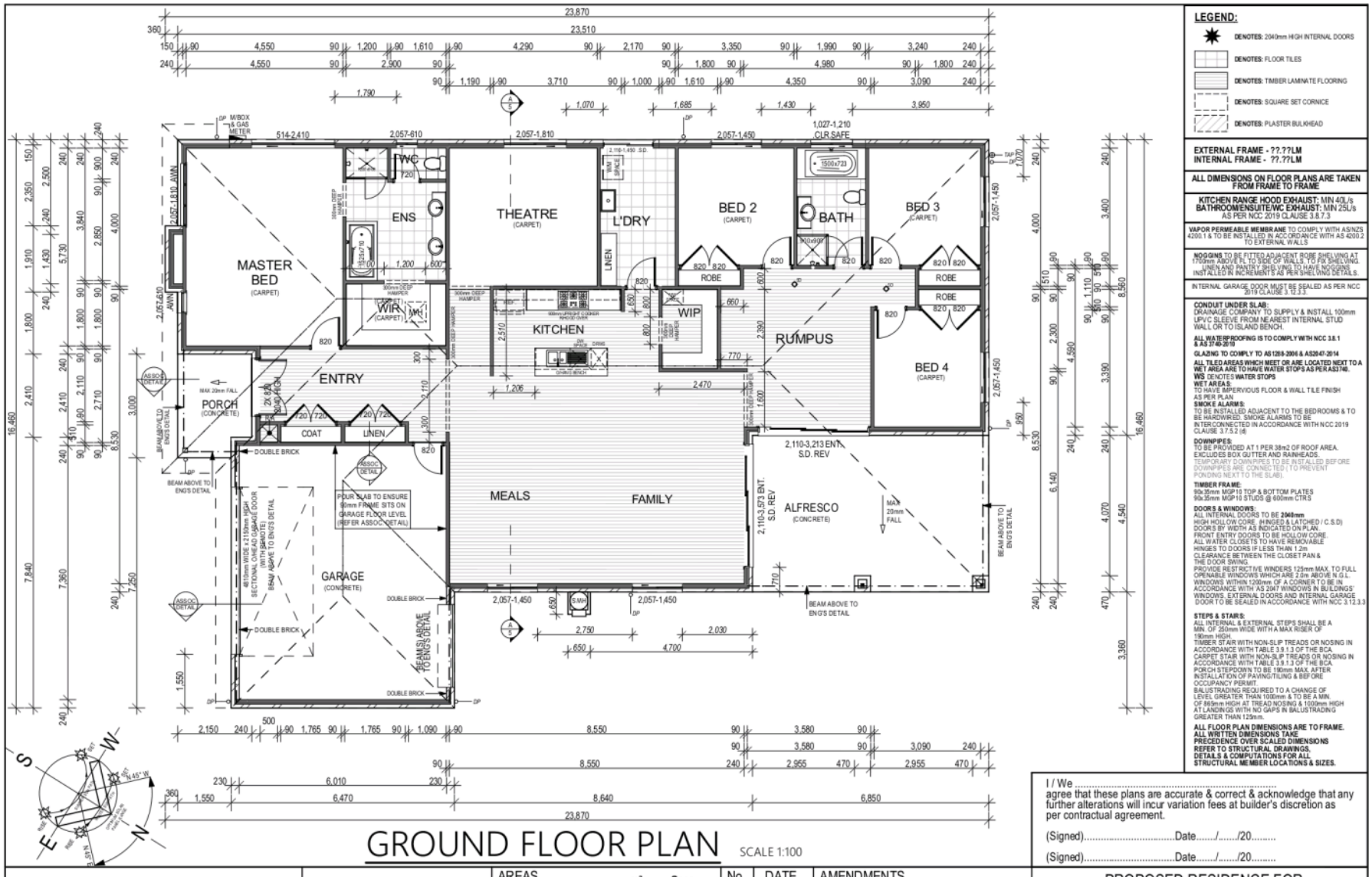
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EXISTING CONDITIONS
SCALE 1:200
PROPOSED RESIDENCE FOR
LINDSAY AND MELODY BRYAN AT
LOT 57 , NO. 23 CANNES AVE
BONBEACH VIC 3196
I / We ..... agree that these plans are accurate & correct & acknowledge that any further alterations will incur variation fees at builder's discretion as per contractual agreement.
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AMENDMENTS
No. DATE
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CONTRACT DATE: ??/??/??
W. DRWG DATE: ??/??/??
DRAWN: RM
JOB No: 128350
MEL REF.: 97 D4
SHEET No: 2 of 6
AREAS
GROUND FLOOR: 237.97 m² 25.61 Sqrs
GARAGE: 49.22 4.00
FRONT PORCH: 6.10 0.66
ALFRESCO: 31.10 1.86
SITE AREA: 324.39 m² - 80/9
SITE COVERAGE: 732.00m² 60%
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CANNES AVENUE
LOT 57
LOT 57 NO. 23
LOT 58
LOT 56
GARAGE
SHED
PORCH
ALFRESCO
RIDGE 105.20
RIDGE 105.11
RIDGE 105.62
RIDGE 105.22
GUTTER 103.08
GUTTER 103.07
GUTTER 103.28
GUTTER 103.48
1.83m EASEMENT (E-1)
PALING FENCE 1.90m HT
PALING FENCE 1.50m HT
TO FENCE 4.6m
CROSSOVER
FOOTPATH
CONCRETE KERB
TBM - ELEC. PIT RL 100.00
327°39'00" 40.36
147°58'00" 41.60
242°00'00" 17.80
57°58'00" 17.98
7.41m APPRX.
8.8m APPRX.
10.26m APPRX.
3.78m APPRX.


SITE PLAN
SCALE 1:200
PROPOSED RESIDENCE FOR
LINDSAY AND MELODY BRYAN AT
LOT 57 , NO. 23 CANNES AVE
BONBEACH VIC 3196
SLAB LEVEL SCHEDULE
DWELLING: F.C.L. - 100.300 F.F.L. - 100.685
PORCH: F.C.L. - 100.088 F.F.L. - 100.473
GARAGE: F.C.L. - 100.174 F.F.L. - 100.559
ALFRESCO: F.C.L. - 100.088 F.F.L. - 100.473
FOR "CLASS H" WAFFLE SLAB
"FINAL DESIGN IS SUBJECT TO ALL TREES BEING REMOVED INCLUDING TWO TREES IN ADJOINING BLOCK"
AREAS
GROUND FLOOR: 237.97 m² 25.61 Sqrs
GARAGE: 49.22 4.00
FRONT PORCH: 6.10 0.66
ALFRESCO: 31.10 1.86
324.39 m² - 80%
SITE AREA: 732.00m²
SITE COVERAGE: 60%
AMENDMENTS
No. DATE
1 20.07.21 RM - CONCEPT PLANS
DRAWN: RM
CONTRACT DATE: ??/??/??
W. DRWG DATE: ??/??/??
JOB No: 128350
MEL REF.: 97 D4
SHEET No: 3 of 6
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LOT 57 PROPOSED RESIDENCE
GARAGE
PORCH
ALFRESCO
LOT 58
LOT 56
CANNES AVENUE
CONCRETE KERB
CROSSOVER
FOOTPATH
PALING FENCE 1.90m HT
1.83m EASEMENT (E-1)
147°58'00" 41.60
327°39'00" 40.36
242°00'00" 17.80
57°58'00" 17.98
RIDGE 105.22
RIDGE 105.62
RIDGE 105.11
TBM - ELEC. PIT RL100.00
I / We ..... agree that these plans are accurate & correct & acknowledge that any further alterations will incur variation fees at builder's discretion as per contractual agreement.
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# GROUND FLOOR PLAN

SCALE 1:100

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| FRONT PORCH: | 6.10 | 0.66 |
| ALFRESCO: | 31.10 | 1.86 |
| | 324.39 m² | - sqrs |
| SITE AREA: | 732.00m² | |
| SITE COVERAGE: | 60% | |

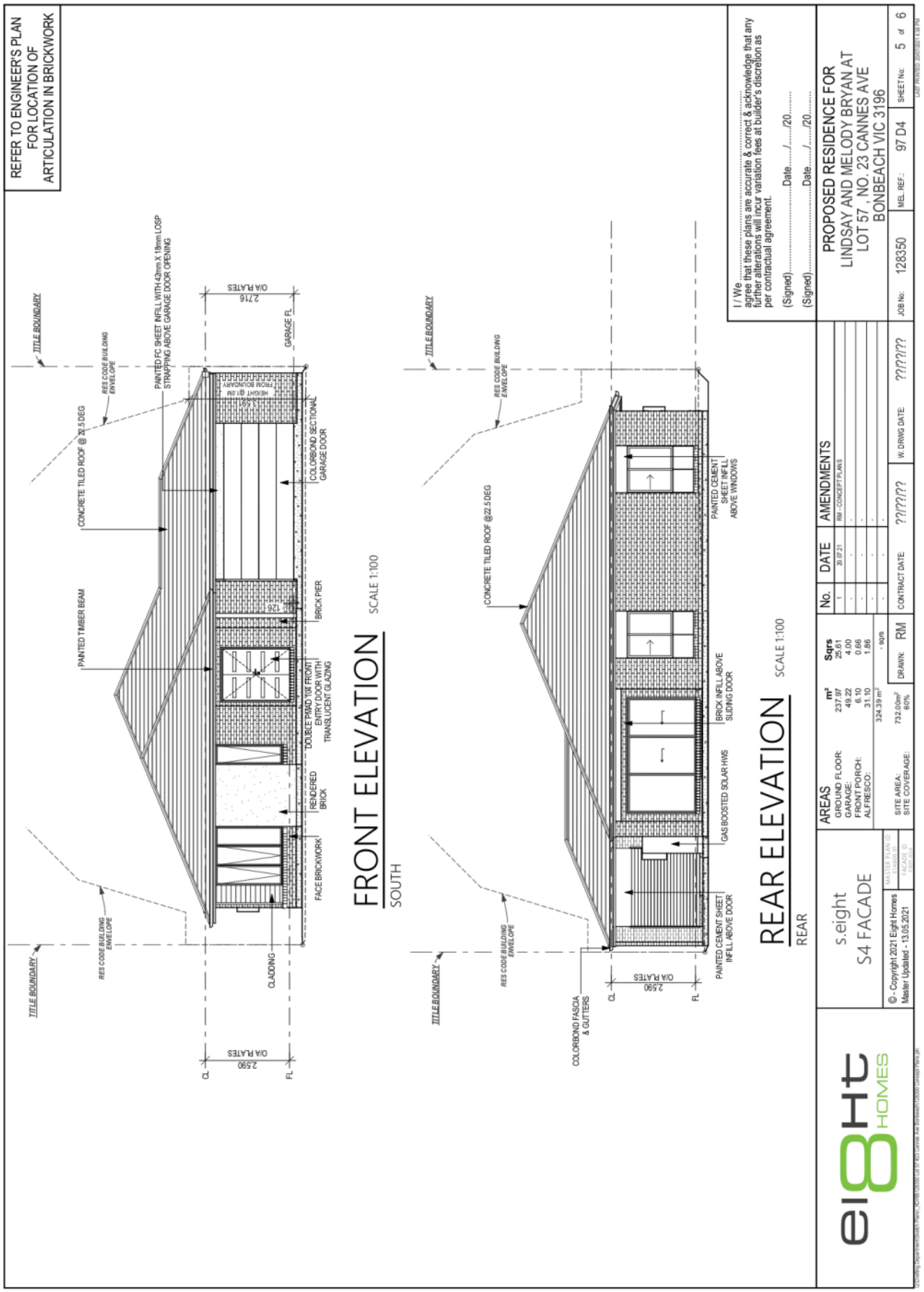
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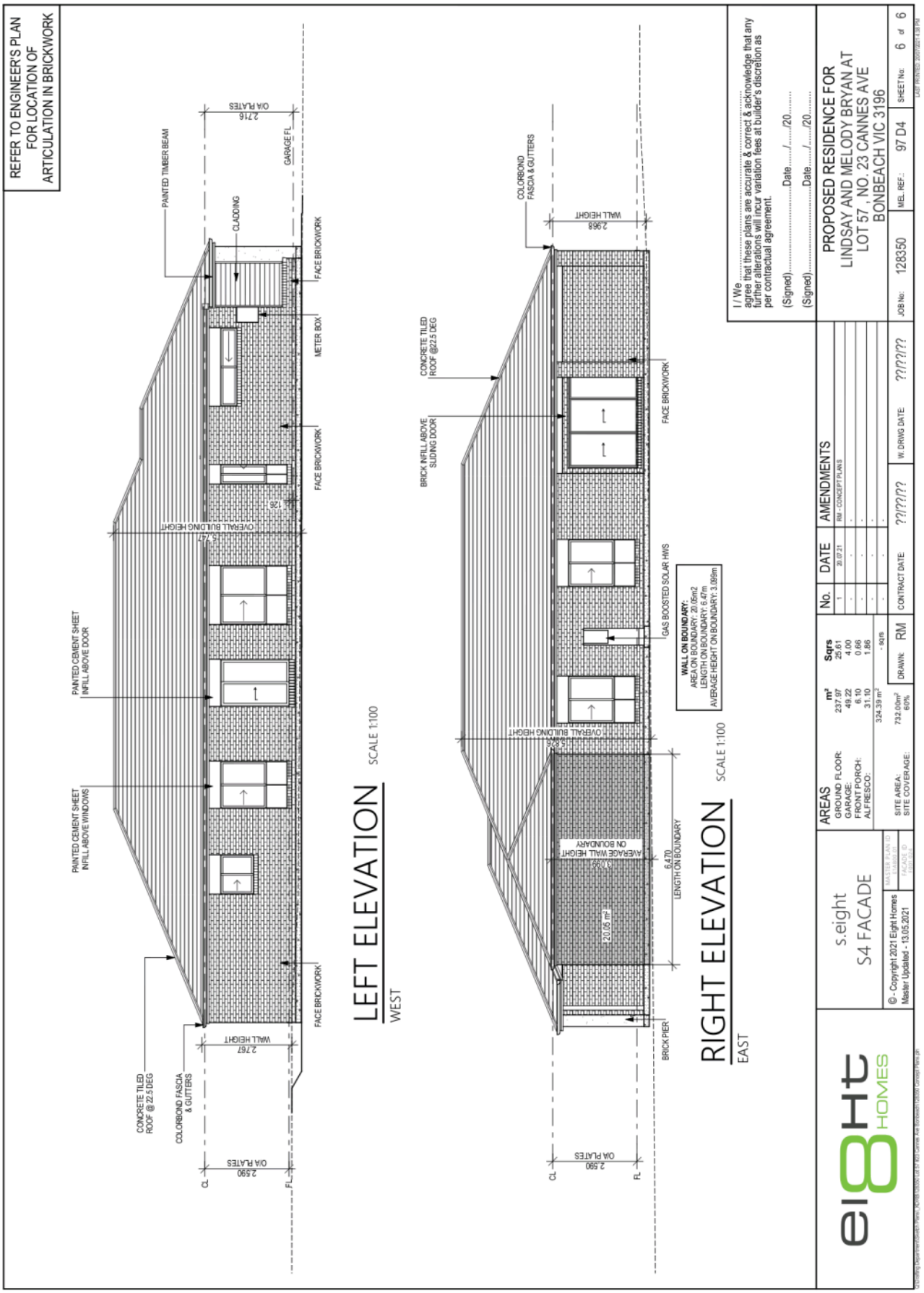
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LINDSAY AND MELODY BRYAN AT
LOT 57 , NO. 23 CANNES AVE
BONBEACH VIC 3196

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Q:\Drafting Department\Sketch Plans_RD\RB\128350 Lot 57 #23 Cannes Ave Bonbeach\128350 Concept Plans.pln

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REFER TO ENGINEER'S PLAN FOR LOCATION OF ARTICULATION IN BRICKWORK
FRONT ELEVATION
SOUTH
SCALE 1:100
REAR ELEVATION
REAR
SCALE 1:100
TITLE BOUNDARY
RES CODE BUILDING ENVELOPE
CONCRETE TILED ROOF @ 22.5 DEG
PAINTED FC SHEET INFILL WITH 42mm X 19mm LOSP STRAPPING ABOVE GARAGE DOOR OPENING
COLORBOND SECTIONAL GARAGE DOOR
PAINTED TIMBER BEAM
BRICK PIER
DOUBLE PAIRD 1/2/4 FRONT ENTRY DOOR WITH TRANSLUCENT GLAZING
RENDERED BRICK
FACE BRICKWORK
CLADDING
GARAGE FL
O/A PLATES
2716
2590
CL
FL
PAINTED CEMENT SHEET INFILL ABOVE WINDOWS
BRICK INFILL ABOVE SLIDING DOOR
GAS BOOSTED SOLAR HWS
PAINTED CEMENT SHEET INFILL ABOVE DOOR
COLORBOND FASCIA & GUTTERS
I / We
agree that these plans are accurate & correct & acknowledge that any further alterations will incur variation fees at builder's discretion as per contractual agreement.
(Signed).....Date...../...../20.....
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PROPOSED RESIDENCE FOR
LINDSAY AND MELODY BRYAN AT
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BONBEACH VIC 3196
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AMENDMENTS
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GROUND FLOOR: 237.97 m² 25.61 Sqrs
GARAGE: 49.22 4.00
FRONT PORCH: 6.10 0.66
ALFRESCO: 31.10 1.86
324.39 m² - 80%
SITE AREA: 732.00m²
SITE COVERAGE: 60%
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REFER TO ENGINEER'S PLAN FOR LOCATION OF ARTICULATION IN BRICKWORK
LEFT ELEVATION
WEST
SCALE 1:100
RIGHT ELEVATION
EAST
SCALE 1:100
PAINTED TIMBER BEAM
CLADDING
GARAGE FL
O/A PLATES
2.716
FACE BRICKWORK
METER BOX
OVERALL BUILDING HEIGHT
5.727
PAINTED CEMENT SHEET INFILL ABOVE DOOR
PAINTED CEMENT SHEET INFILL ABOVE WINDOWS
CONCRETE TILED ROOF @22.5 DEG
COLORBOND FASCIA & GUTTERS
WALL HEIGHT
2.767
2.590
CL
FL
COLORBOND FASCIA & GUTTERS
WALL HEIGHT
2.968
CONCRETE TILED ROOF @22.5 DEG
BRICK INFILL ABOVE SLIDING DOOR
GAS BOOSTED SOLAR HWS
WALL ON BOUNDARY:
AREA ON BOUNDARY: 20.05m2
LENGTH ON BOUNDARY: 6.47m
AVERAGE HEIGHT ON BOUNDARY: 3.099m
AVERAGE WALL HEIGHT ON BOUNDARY
3.099
6.470
LENGTH ON BOUNDARY
20.05 m²
BRICK PIER
I / We
agree that these plans are accurate & correct & acknowledge that any further alterations will incur variation fees at builder's discretion as per contractual agreement.
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PROPOSED RESIDENCE FOR
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BONBEACH VIC 3196
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324.39 m² - 92/9
SITE AREA: 732.00m²
SITE COVERAGE: 60%
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# Council Meeting

**27 September 2021**

**Agenda Item No: 8.2**

# INTEGRATED WATER MANAGEMENT UPDATE

**Contact Officer:** **Emily Boucher, Manager Parks & Open Space**

**Helen F Scott, Team Leader Environmental Planning**

## Purpose of Report

To brief Council on the update of the 2012 Integrated Water Cycle Strategy, which is progressing in the context of the Dandenong Catchment Integrated Water Management Plan being finalised. This report presents a summary of the Dandenong Catchment Integrated Water Management Plan and associated targets and measures for Council support. Council's Integrated Water Cycle Strategy will adopt many of the targets and measures from this catchment Plan, adapting them for the local context.

## Disclosure of Officer / Contractor Conflict of 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 that the update of Kingston's Integrated Water Cycle Strategy is underway
2. Support the indicators and targets within Dandenong Catchment Integrated Water Management Plan; noting that these will be scaled into the Kingston Integrated Water Cycle Strategy and embedded across Council strategies, plans and processes.

## 1. Executive Summary

An update of Council's 2012 Water Cycle Strategy is required, and the development of a new Strategy is underway.

The new Strategy is being developed within the context of a new Dandenong Catchment Integrated Water Management Plan (Plan). The Plan itself is over 200 pages long, with deep scientific and technical evidence. A Summary document has been developed (Attachment One which is watermarked draft until all Stakeholders express their support) and is the basis on which the Recommendation can be informed.

Developed involving over 50 water sector stakeholders, the Dandenong Catchment IWM Plan provides meaningful evidence to guide decision-making and prioritise investment in sustainable water and land use planning, management and policy.

The Plan reflects rigorous scientific analysis and compelling technical evidence to determine performance targets. The shorter term 2030 targets are grounded in practicality and serve to inspire action that can be delivered, while the longer term 2050 targets are aspirational and more challenging to realise, but are nevertheless credible and necessary to drive real change

Performance targets are geographically and spatially unique, reflecting the individual context of each local area. As a highly complex area, with water touching on many different functions and responsibilities across the organisation and catchment, the path to implementation will need to be adaptive and responsive to new evidence and opportunities that come to light. Accordingly, the Plan will be a dynamic, living document.

## 2. Background

In 2012 Kingston developed an Integrated Water Cycle Strategy, one of the first Strategic documents which considered all aspects of water – including stormwater, ground water, potable water and recycled water. The document, which won multiple awards, was the foundation for many of the innovative projects and approaches Kingston has implemented.

In late 2017 the Victorian Government established a series of Integrated Water Management Forums across the state to assist with the delivery of Water for Victoria. Kingston joined the Dandenong Catchment IWM Forum with the General Manager Planning and Development as the Council representative and Manager Parks and Open Space on the working group.

In 2018 the Dandenong Forum produced a Strategic Directions Statement (SDS) which included a number of priority projects and higher-level institutional policy changes required to enable reform in the sector. Council endorsed the document in July 2018 with Kingston as a key partner in three projects, Moorabbin Reserve WSUD, Dingley Recycled Water Pipe and Patterson River Recycled Water connection.

A key action from the SDS was the development of a Dandenong Catchment Integrated Water Management Plan. This Plan provides meaningful scientific evidence to guide decision-making and prioritise investment in sustainable water and land use planning, management and policy.

Now the Dandenong Catchment IWM Plan has been finalised it is perfect timing for Kingston to update the Integrated Water Cycle Strategy. Many of the targets are geographically and spatially applicable, meaning they are directly relevant for Kingston to adapt to our local context.

Through a competitive procurement process the same consultant that developed the Dandenong IWM Plan has been engaged to lead Kingston's Water Cycle Strategy development, ensuring the rigorous scientific analysis and compelling technical approach will be applied to our Strategy development.

Research and modelling, along with engagement across the organisation and with key external stakeholders will be undertaken between through the balance of 2021 to January 2022. A Draft Strategy will be presented to Council for community consultation in June 2022.

## 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 management of water in an integrated way is vital for the environmental resilience and sustainability of our community.

### 3.2 Consultation/Internal Review

The development of the Dandenong Catchment IWM Plan has taken over two years, involving over 50 water sector stakeholders. It has been a rigorous, transparent and inclusive process. Emily Boucher has been involved in much of the consultation and expert panels throughout that period, including an extended ZOOM workshop to unpack and analyse each of the targets for both 2030 and 2050. Staff from different departments in Kingston provided data to inform the process.

To develop Kingston's Integrated Water Cycle Strategy, a Project Control Group has been formed with representatives from Open Space, Infrastructure and Environmental Planning. They are supported by a Working Group, drawing on membership from across the organisation, including Active Kingston, Statutory and Strategic Planning, Infrastructure and Open Space teams.

External stakeholders such as Melbourne Water, South East Water and the Department of Environment, Land, Water and Planning will be engaged throughout the project.

Community consultation is planned to be via Your Kingston Your Say, as well as targeted engagement with relevant community groups and the Public Space and Environment Advisory Committee and pop up face-to-face engagement (should COVID restrictions allow) in the middle of 2022 when a draft is available.

## 4. Conclusion

The timing of the development of Kingston's Integrated Water Cycle Strategy has been deliberate so that the research and targets from the Dandenong IWM Plan can be adopted for Kingston. The Dandenong Catchment IWM Plan provides meaningful scientific evidence to guide decision-making and prioritise investment in sustainable water and land use planning, management and policy.

### 4.1 Environmental Implications

Melbourne's water supplies are under threat from increasing population, a drying climate and aging infrastructure. Managing water locally in an integrated way can assist in greening and cooling our suburbs. Both the Dandenong Catchment IWM Plan and Kingston's Water Cycle Strategy provide an important strategic foundation for better environmental outcomes.

### 4.2 Social Implications

Providing green, safe and cool public open space has never been so important to our community. Doing that without jeopardising access to clean, safe and secure drinking water supply is vital for a thriving community.

### 4.3 Resource Implications

Council made a small financial contribution to the development of the Dandenong IWM Plan. The development of Kingston's Integrated Water Cycle Strategy has been funded through Environmental Planning operational budget.

A costed action plan will be presented as part of the Strategy adoption.

### 4.4 Legal / Risk Implications

Failing to responsibly manage Council's water resources puts the viability of our green spaces at risk; especially in the context of a drying climate and a vulnerable potable water supply.

## Appendices

Appendix 1 - Dandenong Catchment IWM Plan Summary (Ref 21/196610)

| | |
|---|---|
| Author/s: | Emily Boucher, Manager Parks & Open Space |
| | Helen F Scott, Team Leader Environmental Planning |
| Reviewed and Approved By: | Jonathan Guttmann, General Manager Planning and Development |

# 8.2

# INTEGRATED WATER MANAGEMENT UPDATE

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# Dandenong Catchment Integrated Water Management Plan

Targets Driving Outcomes

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Summary
July 2021

Integrated Water Management Forums

VICTORIA State Government Environment, Land, Water and Planning

**Acknowledgement of Victoria's Aboriginal communities**

The Victorian Government proudly acknowledges Victoria's Aboriginal communities and their rich culture and pays its respects to their Elders past and present. The government also recognises the intrinsic connection of Traditional Owners to Country and acknowledges their contribution to the management of land, water and resources.

We acknowledge Aboriginal people as Australia's first peoples and as the Traditional Owners and custodians of the land and water on which we rely. We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us. We embrace the spirit of reconciliation, working towards the equality of outcomes and ensuring an equal voice.

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# Acknowledgements

The Dandenong Catchment Integrated Water Management Plan has been developed by the Dandenong Integrated Water Management (IWM) Forum. Members of this Forum include the Chief Executive Officers and Managing Directors of the following organisations:

**Bayside City Council**

**Bunurong Land Council Aboriginal Corporation**

**City of Casey**

**City of Greater Dandenong**

**City of Kingston**

**City of Port Phillip**

**Department of Environment, Land, Water and Planning, State Government of Victoria**

**Frankston City Council**

**Glen Eira City Council**

**Melbourne Water Corporation**

**Knox City Council**

**Maroondah City Council**

**Monash City Council**

**Mornington Peninsula Shire Council**

**Port Phillip and Westernport Catchment Management Authority (Melbourne Water from 2022)**

**South East Water Corporation**

**Southern Rural Water Corporation**

**Victorian Planning Authority**

**Whitehorse City Council**

**Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation**

**Yarra Ranges Shire Council**

**Yarra Valley Water Corporation**

This plan represents the collective vision and intent of these organisations and has been developed through a collaborative process. The plan development process was facilitated by the Department of Environment, Land, Water and Planning and overseen by the Dandenong IWM Forum Working Group. The Plan has been developed with assistance from the Melbourne Catchments Consortium, led by E2Designlab, and supported by Spatial Vision, Tract, Rain Consulting, Water Futures Consulting, Flying Blue Fish and the Cooperative Research Centre for Water Sensitive Cities.

The Dandenong IWM Forum is grateful to the Dandenong IWM Working Group, the Catchment Expert Groups, the Strategic Oversight Group and other advisors for the time and expertise they dedicated to guide the development of this Plan.

The Dandenong Catchment covers the traditional lands of the Kulin Nation. The Dandenong IWM Forum acknowledges these Traditional Owners as traditional custodians who have managed land and water sustainably over thousands of generations and maintain an active connection to Country.



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Mornington Pier Mornington Peninsula Photographer: Greg Brave

# Driving Integrated Water Management at a Catchment Scale

Integrated Water Management (IWM) is a collaborative approach to water planning and management that brings together organisations with an interest in all aspects of the water cycle. It has the potential to provide greater value to our communities by identifying and leveraging opportunities to optimise outcomes.

The Dandenong Catchment IWM Plan will drive an integrated approach to water management that delivers clear outcomes for the Catchment. It provides a consistent framework to coordinate action by all organisations involved in the management of the water cycle, working together towards a common vision.

## A Catchment Scale IWM plan

By its very nature, IWM requires collaboration and cross-outcome thinking. Often, IWM planning has focussed on specific development areas or organisational boundaries. This has limited opportunities to work together to tackle transboundary issues and recognise the connections across the water cycle at a larger scale. By planning for IWM at the catchment scale we have a unique opportunity to identify and progress strategic interventions that may not be feasible at smaller scales and to focus our attention where we can have the most impact. This approach was introduced in 2017 through the Integrated Water Management Framework for Victoria,[1] and the subsequent formation of IWM Forums across the five major waterway Catchments in the Greater Metropolitan Melbourne Region: Werribee, Maribyrnong, Yarra, Dandenong and Western Port.

The Catchment Scale IWM Plans are part of a broader suite of strategic actions seeking to improve the resilience, liveability and sustainability of our cities and towns. At the regional level, Forum Partners are developing strategies to secure our water supplies over the next 50 years, through the Central and Gippsland Region Sustainable Water Strategy and Water for Life, the Greater Melbourne Urban Water System Strategy. At the local level, councils are developing place-based strategies and plans to adapt to climate change, create and manage green open space, and improve stormwater management. The Catchment Scale IWM Plans provide a way to bridge the gap between regional and local level initiatives by aligning and reinforcing strategic priorities. This enables all partners in IWM to identify and prioritise on-ground initiatives and infrastructure investments that maximise the social, cultural, environmental, and economic values delivered to Victorian communities.

**The IWM Forums are the first of their kind in Australia and the Catchment Scale IWM Plans for the Greater Metropolitan Melbourne Region are the keystone for the IWM Program.**





Photographer: Chris Kapp. Courtesy: Melbourne Water

**This Plan provides the launching pad and a guiding framework for implementation of integrated water management, with IWM Forum partners continuing to work together to identify on-ground projects and initiatives that will deliver the strategic outcomes for the catchment.**

## The Purpose of the Plan

The collective effort of the Forum Partners over the last few years has culminated in a comprehensive Catchment Scale IWM plan for the Dandenong Catchment which sets out clear indicators and measures to assess our progress towards the delivery of the vision and strategic outcomes for the Catchment.

The Plan includes outcome-focussed targets which will guide and inform decision-making and strategic investment of major infrastructure over the next 30 years. The targets were developed by nominated catchment representatives through a Forum-endorsed deliberative process, drawing on the latest evidence and expertise. Delivering these targets will require a bold step-change in the way we manage water. The journey to meet our 2050 targets is uncharted and will require ongoing commitment, collaboration and innovation to deliver landmark outcomes for the Dandenong Catchment and the communities it supports. Our 2030 targets set us on the trajectory to achieve our strategic outcomes and recognise the opportunities that can be delivered in the short-term.



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# Introducing the catchment

Situated in the foothills of the Dandenong Ranges and stretching to the coast of Port Phillip Bay, the Dandenong catchment contains a breadth of iconic Victorian landscapes ranging from cool temperate rainforests and wet heathlands to sandy bay beaches.

The IWM Forum Area includes sub-catchments flowing into Port Phillip Bay, stretching from Port Melbourne to Point Nepean. The catchment covers some of Victoria's fastest urbanising areas and will be the site of substantial population growth and economic development in the coming years.

Preservation and management of the catchment's landscapes will have a positive impact on the long term health and security of the catchment's waterways.






# Adapting to the new normal

In the Dandenong Catchment, now, more than ever, we need to re-frame our approach to water management. By working together to create holistic solutions that deliver a range of outcomes across the water cycle, we will create a cooler, greener and more resilient catchment.

### Population growth

The Dandenong Catchment had an estimated population of 1.53 million people in 2016 and is predicted to rise to 2.25 million by 2050.[2] Significant densification is predicted for many suburbs across the catchment, through infill development and subdivision in established suburbs.

**POPULATION GROWTH**

**1,530,000** 2016
**2,250,000** BY 2050

**47%** INCREASE

### Climate change

The future climate in the region will be hotter and drier, with lower rainfall expected to reduce inflows to reservoirs and decrease river flows, placing further strain the water supplies servicing the catchment.[3] While there will be a reduction in average annual rainfall, the Catchment is predicted to see more frequent, intense rainfall events that will increase the risk of flooding, which is already a major challenge for the Dandenong catchment. These changes, combined with increased development and growing populations, will place more pressure on water services and waterways in the Catchment.

By 2040, temperatures across the Greater Melbourne Metropolitan Region are expected to rise by an average of 1.3°C under a medium climate change scenario.[4] The risk of fire in forests and grasslands will remain high under these conditions posing a serious threat to the Catchment's communities, infrastructure and high-value native forests including water supply catchments and ecosystems. The impact of the urban heat island effect will also increase, with greater densification in urban areas meaning they will be more vulnerable to heat waves than more rural or peri-urban areas. The ongoing availability of water in the environment will be vital to reduce the risk of heat stress and improve cooling in the most vulnerable areas of the Catchment.



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# Making progress

## Catchment Vision

By valuing water in its entirety, the Dandenong catchment is a well-planned, healthy, resilient and thriving environment for people and nature – now and into the future.

The vision and strategic outcomes for the Catchment were collaboratively developed by the IWM Forum and described in the **Dandenong Strategic Directions Statement** in 2018. This Plan now sets out a series of indicators and measures tailored to assess our progress towards those outcomes, creates a baseline representing our current performance and sets targets for 2030 and 2050 to drive our forward journey.

Data from all organisations will be collected and mapped against the Plan's measures to assess our progress over time. The indicators, measures and targets for each strategic outcome, and for the enablers that will underpin delivery of all outcomes, are set out in the following sections of this Plan for the catchment and for the Greater Metropolitan Melbourne Region as a whole, combining all five major catchments

## Measures

### Safe, secure and affordable water supplies in an uncertain future

- 1.1A Residential potable water use
- 1.1B Non-residential potable water use
- 1.2A Proportion of water use which is provided from alternative water sources
- 1.2B – Alternative water sources that substitutes potable mains water supply

### Effective and affordable wastewater systems

- 2.1A Recycled water delivered to customers
- 2.1B Nitrogen recovered at treatment facilities for beneficial use
- 2.1C Carbon recovered at treatment facilities for beneficial use

### Existing and future flood risks are managed to maximise outcomes for the community

- 3.1 Reduction in Annual Average Damage (AAD) delivered by flood management initiatives
- 3.2 Effective flood storage volume created as part of multi-functional assets
- 3.3 Projects that cross-consider IWM and flood mitigation opportunities as part of their design

### Healthy and valued waterways and marine environments

- 4.1 Mean annual runoff volume reduction
- 4.2a Mean annual Total Suspended Solids (TSS) prevented from discharging to receiving waters
- 4.2b Mean annual Total Nitrogen (TN) prevented from discharging to receiving waters
- 4.3 Additional water allocated to environmental water reserve that increases environmental benefits in waterways

### Healthy and valued urban and rural landscapes

- 5.1 Street trees that are supported with permanent (active or passive) irrigation from an alternative water supply
- 5.2a Active public open space (sports fields and organised recreation) supported by an alternative water source
- 5.2b Passive public open space (parkland and gardens) supported by an alternative water source
- 5.3 Reduction in land surface temperature attributed to IWM in urban areas

### Community values are reflected in place-based planning

- 6.1a Traditional Owners' capacity to partner in IWM programs, policy, planning and projects
- 6.1b Other IWM partner organisations' capability to partner with Traditional Owners in IWM programs, policy, planning and projects
- 6.2 Blue-green infrastructure created or enhanced by IWM as a proportion of land area
- 6.3 Community literacy regarding the water cycle
- 6.4 Whether water is a key element in city planning and design process

### Jobs, economic benefits and innovation

- 7.1a Alternative water supplied to agricultural production
- 7.1b Alternative water supplied to businesses and industry (>10ML/year)

### Enablers

- E1 Vision, leadership and long-term commitment through vision statement and objectives articulated in corporate documents
- E2 Knowledge, skills and organisational capacity
- E3 Cross-sector institutional arrangements and processes

Lagging measures for monitoring

Leading measures with 2030 and 2050 targets

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**Strategic Outcome 1**
Safe, secure and affordable water supplies in an uncertain future

The safety, security and affordability of our water supply can be improved by reducing the demand on our potable water resources. Making the best use of alternative water resources, such as rainwater, stormwater and recycled water can help us reduce our reliance on declining potable water supplies. The indicators and measures in this strategic outcome focus on understanding how we are working to protect and conserve our precious potable water resources, and how effectively we are delivering alternative water supplies.

## The case for change

### Potable water

The safety, security and affordability of our water supply can be improved by reducing the demand on our potable water resources. Making the best use of alternative water resources, such as rainwater, stormwater and recycled water can help us reduce our reliance on declining potable water supplies.

The indicators and measures in this strategic outcome focus on understanding how we are working to protect and conserve our precious potable water resources, and how effectively we are delivering alternative water supplies.[5]




increase in potable water use in the catchment expected by 2050[a]




Potential shortfall in the Melbourne Water system by 2050 under a high climate change and high population growth scenario[b]

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**7%**
**DECLINE**
in river water availability in the last 15 years[5]

**1%**
**DECLINE**
in groundwater in the last 15 years[5]

### River water and groundwater

River water and groundwater are drawn on locally in the catchment to support agriculture and rural water users. River water in particular has is declining with a changing climate, resulting in reduced flows being available for the environment as well as for water supplies.

### Alternative water resources

While other water resources are expected to decline, alternative water resources are expected to increase in the catchment. In this sense, alternative water resources can be considered sustainable, climate-resilient sources of water. Rainwater runoff from roofs and stormwater runoff from hard surfaces will increase as our catchment becomes more urbanised. Also, as our population grows we will use more water and create more wastewater, contributing to a growing potential recycled water resource.




**INCREASE**
increase in runoff from urbanised areas generated in the catchment expected by 2050[c]

**INCREASE**
increase in wastewater generated in the catchment expected by 2050[d]



### Current mix of water used in the catchment

| Water Type | Megalitre/Year |
|---|---|
| Potable Water | 121,308 |
| River Water | 3,444 |
| Groundwater | 5,545 |
| Recycled Water | 19,227 |
| Rainwater | 2,115 |
| Stormwater | 409 |

## Measuring the change we want to make

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| 1.1a. Residential potable water use. *Note: Calculation method differs to Target 155 monitoring - see footnote 'e'* | Catchment | 168 litres per person per day | – | – | By understanding residential potable water use on a per person basis, we can learn more about how communities use water, and track our progress in reducing demand for potable water resources in our homes. |
| | Region | 172 litres per person per daye | To be defined by Water for Life: Greater Melbourne Urban Water Systems Strategy | | |
| 1.1b. Non-residential potable water use. | Catchment | 27 Gigalitres /year | For monitoring only | | This measure helps us to understand where the hot spots are for non-residential water use, and therefore where we can prioritise initiatives to increase access to alternative supplies or increase efficiency of water use. |
| | Region | 111 Gigalitres /year | | | |
| 1.2a. Percent of total water use which is provided from alternative water sources. | Catchment | 14.3 % | For monitoring only | | By understanding the full water use picture, we can track our overall progress in matching alternative water use for fit-for-purpose demands. |
| | Region | 12.5 % | | | |
| 1.2b. Alternative water sources that substitute potable mains water supply. | Catchment | 6 Gigalitres/year | 11 Gigalitres/ year | – | By driving an increase in alternative water supplies that will substitute potable water supplies, we will significantly reduce the risk of future shortfalls by diversifying our water supplies and making use of resources that might otherwise be wasted. |
| | Region | 18 Gigalitres/year | 53 Gigalitres/ year | 150 Gigalitres/ year | |



**Strategic Outcome 2**
Effective and affordable wastewater systems

Providing effective and affordable wastewater systems in the region is the remit and responsibility of water corporations, and various performance indicators are already tracked to monitor and drive progress. The indicators and measures selected for this Plan focus on how we can better utilise wastewater as a resource and transition towards a circular economy.

## The case for change

### Managing our wastewater

The majority of the Catchment's wastewater is transferred to the Eastern Treatment Plant, managed by Melbourne Water. However, there are also local wastewater treatment plants at Mt Martha and Boneo which are managed by South East Water. The Eastern Treatment Plant is a major wastewater management asset which is located in the Dandenong Catchment. It receives wastewater from neighbouring catchments, and treats approximately 35% of the total wastewater generated in the region.

The provision and efficacy of wastewater management services vary across the catchment. More than 16,000 unsewered properties along the Mornington Peninsula between Rye and Portsea, as well as numerous rural properties in the upper Dandenong catchment, continue to rely on septic tank systems and on-site domestic treatment plants to manage household sewage. Many of these are poor-performing and have the potential to pollute waterways, impacting public and environmental health. To address this, water corporations are working with their communities to connect properties to a reticulated sewer system, discharging into local wastewater treatment plants.




**128 GIGALITRES** **149 GIGALITRES**

Treated wastewater produced annually in the catchment which could be recycled, and which will otherwise be released to the environment.[f]

### A growing resource

At the Eastern Treatment Plant, wastewater is treated to a level high enough for re-use. Recycled water produced by the Eastern Treatment Plant is currently used to irrigate crops, parklands and sporting fields and also for non-potable uses in homes and businesses in the Cranbourne and Keysborough areas. Recycled water supplies are also distributed to housing estates in Cranbourne for a range of domestic uses, such as laundry, washing cars and watering the garden. However, the majority of treated wastewater is not currently reused and is transferred to Bass Strait at Boags Rock via the South Eastern Outfall. As the population in the catchment grows, so too will wastewater generation, providing further opportunity for reuse locally and in areas along the route of the outfall. Cross-catchment working across the Dandenong and Western Port Catchments will be important to drive reuse opportunities here.



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Water For Victoria. Photographer: Craig Moodie. Courtesy: DELWP

**N**

**10%**

**NITROGEN**

from the catchment's wastewater is recovered and used beneficially.[8]

**C**

**25%**

**CARBON**

from the catchment's wastewater is recovered and used beneficially.[8]

### Harnessing resources and avoiding waste

It has been recognised that we need to move away from a linear 'treat and discharge' system to a 'resource recovery' system to support a circular economy and drive more sustainable outcomes.[7] We have started this journey by progressively using more recycled water. However, there are other resources from wastewater that could also be harnessed to fertilise crops or generate energy.



## Measuring the change we want to make

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| 2.1a Recycled water delivered to customers.[11] | Catchment | 10 Gigalitres /year | 85 Gigalitres /year (with Western Port catchment) | – | This measure gives insight into the use of recycled water to support needs in the community. In achieving the targets for this measure, the Melbourne region will be a world leader in advancing a circular economy and will be on track to beneficially use 100% of our water and resources by 2070 while ensuring affordability for current and future generations of Melburnians. |
| | Region | 44 Gigalitres /year | 85 Gigalitres /year | 230 Gigalitres /year | |
| 2.1b Nitrogen recovered at treatment facilities for beneficial use.[9] | Catchment | 10 % | – | – | These measures have been chosen to enable tracking of the recovery of two of the more valuable components of wastewater, nitrogen and carbon. The proposed 2050 targets are based on the concept of a major paradigm shift in how we manage wastewater. These targets will drive a change that re-frames wastewater as a key resource, from which resources can be harvested for beneficial use. The target is weighted by inflows, giving focus to where the greatest impacts can be made - primarily at the Western and Eastern Treatment Plants which service the majority of the region. |
| | Region | 8 % | – | 94 % | |
| 2.1c Carbon recovered at treatment facilities for beneficial use.[9] | Catchment | 25 % | – | – | |
| | Region | 17 % | – | 67 % | |



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**Strategic Outcome 3**
Existing and future flood risks are managed to maximise outcomes for the community

Flooding can have major impacts on communities and businesses, and needs to be considered as part of an IWM approach. To date, flood risk management has often been managed separately from the rest of the water cycle, but there are many ways in which flood risk management initiatives can deliver multiple benefits to the water cycle, and in which other stormwater management and greening initiatives can reduce flood risk.

## The case for change

### Increasing impacts of flooding

In urbanised areas, flooding of the stormwater drainage system can cause significant damage and disruption. This is particularly an issue in older and more established parts of the catchment, where neighbourhoods have developed and changed over time since the drainage system was planned. When there is more runoff than underground drains or designated overland flow paths can accommodate, water can spill into surrounding land, flooding roads and properties. The Dandenong Catchment has chronic issues with flooding of the underground drainage system, which routinely impact communities, infrastructure and amenities. As our population continues to grow and development of urban areas intensifies, the impacts of flooding will increase. Furthermore, while the future climate is expected to be drier, more intense rainstorms are anticipated to exacerbate flooding.




**INCREASE**

in the economic impact of damages from flooding could be seen by 2050 if no action is taken.[8]

### An IWM approach to flood management

An IWM approach can reduce the impacts of flooding from drainage systems by harvesting rainwater or stormwater, retaining more water in the landscape, or creating more storage in urban catchments to slow flows to the drainage system. Equally, flood management infrastructure such as retarding basins and floodplains can be designed to enhance recreation opportunities and provide greater amenity. Better integration between flood management and other IWM initiatives will ensure we deliver cross-benefits to the community.



**$735.5**

**MILLION**

is the estimate of the annual average damage (AAD) caused by flooding in the region (2020 baseline).[8]

## Measuring the change we want to make

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| 3.1 Reduction in Annual Average Damage (AAD) delivered by flood management initiatives. | Catchment | Zeroed to 2020 baseline | $9-64 million | – | This measure considers progress in reducing the estimated AAD from flooding through physical interventions, policy changes or education. It is baselined against the AAD estimation for 2020. A 2050 target has been set for the region which seeks to negate the increases expected due to both climate change and urban consolidation, thereby ensuring that the impacts of flooding in the region do not significantly increase in the future. |
| | Region | Zeroed to 2020 baseline | $37-102 million | $408 million | |
| 3.2 Effective flood storage volume created as part of multi-functional assets. | Catchment | 61,000 m3 | For monitoring only | | This measure seeks to understand how well we are integrating flood mitigation through an IWM process by delivering multi-functional assets that also provide flood storage. |
| | Region | 106,000 m3 | | | |
| 3.3 Projects that cross-consider IWM and flood mitigation opportunities as part of their design | Catchment | No data | 100 % | 100 % | This measure is designed to drive a change in practice and build stronger interrelationships between flood management and other aspects of IWM. |
| | Region | No data | 100 % | 100 % | |

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**Strategic Outcome 4**
Healthy and valued waterways and marine environments

An understanding of the health of our waterways and marine environments is crucial to IWM as they interact with many parts of the water cycle and support a range of community and environmental values . This strategic outcome explores how IWM can improve the health of our waterways and bays. It also explores the impacts of the use of river catchments for water supplies and how we are improving the amount of water available for the environment in waterways.

## The case for change

### Our waterways and Port Phillip Bay

The Dandenong catchment contains an array of significant and biologically diverse waterways ranging from expansive rivers, small ephemeral creeks and the eastern shoreline of Victoria's iconic Port Phillip Bay, which is a treasured centrepiece for the Region. On the western boundary of the catchment, sandy bay beaches and rocky shores span the coast from Port Melbourne to Portsea on the southern tip of the Mornington Peninsula. Many of the small creeks and waterways within the Dandenong Catchment have been straightened or concrete lined, contributing to decreased water quality and loss of stream habitats in the region.




The estimated impact on the economy if pollution entering Port Phillip Bay results in more persistent algal blooms and poor water quality at beaches.[10]

### Changes in stormwater runoff volumes

Increasingly, the volume of stormwater runoff from urbanised areas entering waterways is being recognised as a key predictor of waterway health.[9] As an area is developed and more hard surfaces are introduced, more stormwater runoff is created and directed to waterways through the drainage system instead of soaking into the ground, evaporating or being absorbed by plants. These large volumes of runoff enter waterways very quickly and with greater intensity, disrupting natural flow patterns and degrading waterway forms and habitats. The Dandenong Catchment is becoming increasingly urbanised, changing the volume, location and timing of runoff entering waterways.




267 GIGALITRES 310 GIGALITRES

Runoff generated from urban areas in the catchment in excess of that which would runoff a natural landscape, which, if not retained or harvested, is drained to receiving environments.[5]

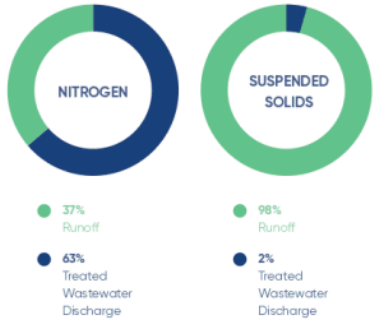
### Changes in water quality

Poor or declining water quality in our waterways and bays has long been recognised as an issue in the region.[9] Two key sources of pollution of our waterways and the Bay are land runoff (from both rural and urban areas) and releases of treated wastewater. Over the last three decades, there has been considerable work done in the Melbourne region to improve water quality through improved treatment and local recycling of stormwater and wastewater, and improved management of rural land and our waterway corridors. However, as our population grows, so too will the potential pollution of our receiving environments.

Despite the large populations living near its coastline, Port Phillip Bay is generally in good health, offering high water quality and an abundance of marine flora and fauna. Along the coast, water quality tends to be lower than in the protected marine parks within the bay, and this is largely related to urban and rural influences on stormwater runoff to the bay. Increases to nitrogen levels in Port Phillip Bay could increase the risk of algal blooms or over-stimulate the growth of other marine plants. Sediments, and the pollutants they carry, reduce water quality of our waterways and the Bay. In the Dandenong Catchment, most of the pollutants entering the environment arise from runoff. Pollutants from treated wastewater in the catchment do not enter Port Phillip Bay, and are instead transferred to Bass Strait at Boags Rock via the South Eastern Outfall.

### Environmental flows in waterways

Natural flow patterns in some waterways in the Dandenong Catchment have been altered by irrigation diversions, though the impacts are considerably less in the Dandenong Catchment than other catchments.




Proportion of pollutants released to the environment in the Catchment.[7]




Current share of the flows in the Bunyip Basin for the environment.[8]

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## Measuring the change we want to make

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| 4.1 Mean annual urban runoff volume reduction. | Catchment | 8 Gigalitres/year | 11 Gigalitres/year | 19 Gigalitres/year | This measure focuses on runoff volume reductions from urban areas, reflecting the desire to reduce the adverse impact that increases in stormwater runoff have on waterways. The target aims to remove a majority of anticipated increases in stormwater runoff in targeted locations where our waterways are most vulnerable to flow increases. |
| | Region | 22 Gigalitres/year | 70 Gigalitres/year | 197 Gigalitres/year | |
| 4.2a Mean annual Total Suspended Solids (TSS) prevented from discharging to receiving waters.[j] | Catchment | 79,000 tonnes/year | Achieve pollutant removals necessary to the State Environmental Protection Policy (Waters) targets for Port Phillip Bay noting the Saving and Transitional provisions that may come into effect from the amended Environmental Protection Act 2017, applies from 1 July 2021.[k] | | These measures focus on how well we are employing water management techniques to improve water quality by measuring the reduction in two key pollutants transferred to receiving environments. These targets will protect the health of Port Phillip Bay by avoiding an increase in the pollutant loads entering the Bay. |
| | Region | 205,000 tonnes/year | | | |
| 4.2b Mean annual Total Nitrogen (TN) prevented from discharging to receiving waters.[j] | Catchment | 7567 tonnes/year | | | |
| | Region | 20,377 tonnes/year | | | |
| 4.3 Additional water allocated to environmental water reserve that increases environmental benefits in waterways. | Catchment | 0 Gigalitres/year | To be defined by the Central and Gippsland Region Sustainable Water Strategy. | | This measure explores the impact of IWM on the provision of environmental flows, which are important for waterways where natural flow patterns have been significantly altered by bulk water supply or irrigation diversions. |
| | Region | 0 Gigalitres/year | | | |



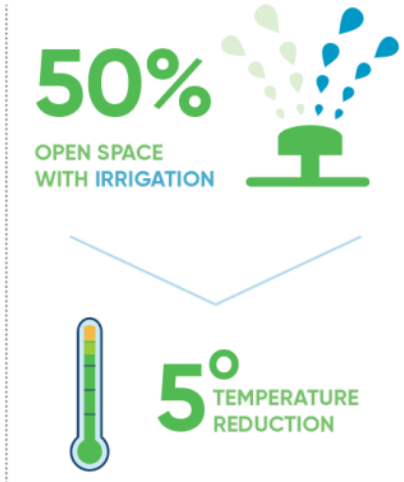
**Strategic Outcome 5**
Healthy and valued urban and rural landscapes

Water is integral to the health and wellbeing of our landscapes. By supporting and enhancing vegetation and green spaces, water helps to provide greater amenity, better opportunities for recreation, improved ecological value and localised cooling that gives relief to communities during hot weather. Landscapes that harness alternative water supplies can also enhance resilience during droughts, when potable water supplies may be restricted, and provide water to landscapes that may not otherwise receive irrigation.

## The case for change

### Active and passive open space

Public open space is an important asset for communities. These spaces are diverse, including 'active' open space such as sportsgrounds and ovals, and 'passive' open space such as parklands and gardens. Provision of irrigation to these spaces can increase greening and amenity, but also enhance usability and safety for sports. To date, irrigation has been prioritised for active open spaces, but there is increasing recognition of the importance of improving passive open spaces for communities and creating local cooler, greener environments during heat waves. Alternative water supplies can provide irrigation of open space by harvesting stormwater runoff or connecting to a recycled water supply.




The proportion of open space with irrigation which will reduce the average land surface temperature across an urban area by up to 5 degrees Celsius on an extreme heat day.[l5]



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Canopy area increase when irrigation is provided to a street tree planted in typical conditions in urban Melbourne.[14]

### Urban heat

Temperatures in urban areas tend to be significantly higher than rural areas because of higher concentrations of paved surfaces that retain heat, and less vegetation cover. Our future climate is likely to be hotter and drier, with increased regularity of heat waves. Heat waves and high temperatures pose a significant threat to human health, particularly for vulnerable populations such as the elderly and young children. The Dandenong Catchment has areas with high vulnerability to urban heat, in Greater Dandenong, Frankston and Kingston in particular. Adapting our cities to mitigate the impacts of urban heat through better integration of water and vegetation is a key priority for the Melbourne region, recognising the importance of this for both liveability and resilience.[11]

### Trees and canopy cover

The benefits of trees in the urban environment are well-known, providing shade, amenity and biodiversity.[12] Trees with a large, healthy canopy provide the greatest benefits, and provision of irrigation is often necessary to support healthy tree canopies in urban environments where trees are planted in constrained areas and have limited access to water through their root systems. In the future, drier and hotter conditions are likely to make this need even greater. There are hot-spot areas in the Catchment with low canopy cover where increases in tree cover will be crucial, particularly in Greater Dandenong and Casey.[12] Generally, tree canopy cover in the catchment is higher than the western areas of the region, contributing to the leafy character of the established neighbourhoods. However, a recent study of tree resilience identified that a substantial proportion of trees in Melbourne would not be able to survive future climates.[13] To manage this risk, provision of irrigation is a key strategy to improve survival rates. Street trees can be supported by alternative water resources, by directing runoff from roads to trees or by irrigating with a recycled water supply.




Of existing trees across ten local government areas in Melbourne were found to be at risk under future climate conditions.[15]

## Measuring the change we want to make

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| 5.1 Street trees that are supported with permanent irrigation from an alternative water supply. | Catchment | 2 % | 11 % | 23 % | This target for tree irrigation using alternative water sources will drive a change in practice across the region that will support our healthy, thriving street trees in a sustainable way. |
| | Region | 2 % | 12% | 23% | |
| 5.2a Active public open space (sports fields and organised recreation) supported by an alternative water source.[i] | Catchment | 5 % | 19 % | 45 % | By delivering the target for 5.2a, we will support sport and recreation, and cool our neighbourhoods during heat waves, increasing the resilience and liveability of our neighbourhoods. |
| | Region | 7 % | 19 % | 48 % | |
| 5.2b Passive public open space (parkland and gardens) supported by an alternative water source.[i] | Catchment | 0 % | 4 % | 10 % | By delivering the target for 5.2b, we will ensure we take opportunities to support passive open space irrigation where it makes sense, to enrich communities by providing healthier, greener and multi-functional open spaces. |
| | Region | 2 % | 6 % | 28 % | |
| 5.3 Reduction in land surface temperature attributed to IWM in urban areas. | Catchment | No data | For monitoring only | | Where IWM increases shade, vegetated surfaces or the presence of water in the landscape, there is the potential to reduce local air and land temperatures. By measuring this impact, we can better articulate the change we are making. |
| | Region | No data | | | |

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**Strategic Outcome 6**
Community values are reflected in place-based planning

This strategic outcome explores the benefits provided to local communities through effective IWM planning. Measures for this outcome include community understanding of water and Traditional Owner perceptions around how well IWM initiatives incorporate Aboriginal values, as well as how proposed initiatives support amenity, health and well-being which are important values to all communities.

## The case for change

### Traditional Owner values

Traditional Owners and aboriginal Victorians have a strong cultural, spiritual and economic connection to water, gathered from the sustainable management of land, water and resources over thousands of generations. Water for Victoria[16] outlines Traditional Owners and Aboriginal Victorians' role in the management of the state's water resources.

It includes provisions to recognise and incorporate Aboriginal values and knowledge in water planning and to support Aboriginal participation in water management. Respecting the connection to Country of Traditional Owners can positively impact on health, well-being and cultural identity.



Braeside Park, Courtesy: Parks Victoria



637 x
MELBOURNE CRICKET GROUND



= 1,275 HECTARES

Of blue-green infrastructure has already been created or enhanced through IWM initiatives in the catchment.[17]

### Community understanding of the water cycle

Community understanding of the water cycle has progressively changed over recent years, with a greater acknowledgement of the role that water can play in enhancing community health and well-being, local amenity and overall urban liveability. The Millennium Drought highlighted the importance of water for communities, with water restrictions directly impacting neighbourhood amenity and bringing water use and efficiency front of mind. It has been shown that Australians have a good knowledge of some water issues, however, Victorians tended to have some of the lowest levels of water knowledge.[19] A number of organisations play an important role in supporting and facilitating increased community understanding and connections to the water cycle, including councils, water corporations, local Landcare groups and schools.

### Sense of place and amenity

Sense of place and satisfaction with local amenity are broad concepts that planners and local governments work hard to enhance. Water can play a significant role in enhancing amenity and local character through the integration and enhancement of blue-green infrastructure, such as waterways, wetlands, and other stormwater management assets. Greener neighbourhoods and access to quality open space, waterways, lakes and beaches have been shown to significantly improve both physical and mental health.[17] Recently, the COVID-19 pandemic has led to a growing community appreciation of the multiple health and well-being benefits that blue-green spaces in urban areas can provide. Through better integration of IWM with neighbourhood planning, we can enhance amenity and benefits for the community.



74%

Of Australians were found to have a clear or general sense of how the water cycle works.[18]



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## Measuring the change we want to make

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| 6.1a Traditional Owners' capacity to partner in IWM programs, policy, planning and projects (Rating out of 5). | Catchment | Insufficient data[n] | To be confirmed | To be confirmed | Representatives of the Registered Aboriginal Parties in the metropolitan Catchments report unsustainable levels of demand for their interest and insight, which is impacting their capacity to genuinely partner in IWM. This measure aims to understand the amount or volume of work placed on Traditional Owners, and their ability or power to deliver outputs. |
| | Region | Insufficient data[n] | To be confirmed | To be confirmed | |
| 6.1b Other IWM partner organisations' capability to partner with Traditional Owners in IWM programs, policy, planning and projects (Rating out of 5).[o] | Catchment | 2.3 | To be confirmed | To be confirmed | Organisations involved in IWM have obligations to include Traditional Owners and consider Aboriginal values in their organisational activities. This measure helps us track our progress in improving partnerships with Traditional Owners. |
| | Region | 2.5 | – | – | |

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| 6.2 Blue-green infrastructure created or enhanced by IWM as a proportion of land area.[m] | Catchment | 1.05 % | For monitoring only | | This measure recognises that where green-blue infrastructure is either added or significantly enhanced, it is likely to improve local amenity and sense of place, as well as the health and well-being of the community. By measuring this impact, we can articulate how IWM supports amenity. |
| | | 0.59 % | | | |
| 6.3 Community literacy regarding the water cycle (Rating out of 5).[p] | Catchment | 2.6 | 4.5 | 5 | Community connection and understanding of the water cycle are important contributors to water sensitive placemaking. This target will drive community confidence and participation in IWM solutions. |
| | Region | 2.6 | 4.5 | 5 | |
| 6.4 Whether water is a key element in city planning and design process (Rating out of 5).[p] | Catchment | 2.6 | 4.5 | 5 | This measure considers the degree to which water system planning is integrated into urban planning and design. This target will drive an integrated approach to planning at all scales, which plans for and enables the delivery of IWM. |
| | Region | 2.7 | 4.5 | 5 | |

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**Strategic Outcome 7**
Jobs, economic benefits and innovation

This outcome explores how IWM can enhance business and local economies by supporting food production, tourism and commercial activities. It is difficult to directly attribute increases in business revenue to IWM, but measures have been selected for this outcome which recognise the essential role of water to support agriculture, production and major industries.

## The case for change

### Economic support and stimulation

Water is vital for our economy. Many productive businesses and industries, including manufacturing, agriculture, food processing, energy, and mining, rely on safe, secure and affordable water supplies. IWM can support and stimulate local economies by providing resources to businesses and industry which leverage a circular economy and add resilience in times of drought. "One man's waste is another man's treasure" is a sentiment that can be true for complementary water resources. For example, wastewater is an excellent resource for many types of agriculture, where both a reliable source of water and rich nutrients are needed to increase yield. Equally, alternative sources of water can be suitable for certain industrial and commercial water users, and for those who use large amounts of water as they depend on a sustainable water supply in determining their business viability and selection of location.



**41%**

of the food needs of greater Melbourne's population can currently be met by Melbourne's food bowl.[19]



**6,542**
**JOBS**

in the agriculture, forestry and fishing sector in the South Study Area of the Melbourne Region.[20]

### Supporting our local food bowl

Agriculture and horticulture in the Greater Metropolitan Melbourne Region are crucial to the economic success and the future resilience of the region. Melbourne's food bowl includes multiple relatively small areas of food production scattered around the city fringe, which are highly productive and are an important industry for the region. Conventionally, agricultural areas have relied on water from groundwater and river water resources, however these are in decline due to the impacts of climate change and increasing and competing pressure on resources. Supporting and enhancing agricultural production with alternative water supplies will be important for the resilience of our region.

Notable tourism and commercial activities occur throughout the Catchment, particularly along the Mornington Peninsula where recreation and tourism to the Catchment's coastal attractions and vineyards contributed an estimated $700 million to the local economy.[20]

### Supporting our industries and businesses

As the region grows and changes, commercial and industrial uses of water will also change. Water corporations expect that on a per hectare basis, non-residential water use will increase over time, however the proportion of land in urban areas dedicated to non-residential use is generally declining. The growth areas on the fringe of Melbourne will include commercial and industrial areas, creating opportunities for shared water resources.

The Dandenong Catchment includes a major growth corridor in southeast Victoria comprising several areas designated for population and economic growth. The Dandenong National Employment and Innovation Cluster (NEIC) currently employs more than 66,000 people through a range of international and domestic businesses spanning the manufacturing, health and education sectors, as well as wholesale trade, retail, transport, postal services and warehousing. The Monash NEIC is also partly within the Dandenong Catchment and comprises Melbourne's largest concentration of jobs outside the central business district. The Catchment's largest manufacturing centres, Kingston and Dandenong, provide 44 per cent of Victoria's total manufactured product.[21]

**66,000**



**CURRENT JOBS**

supported in the Dandenong National Employment and Innovation Clusters in the Catchment.[21]

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## Measuring the change we want to make

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| 7.1a Alternative water supplied to agricultural production | Catchment | 6 Gigalitres /year | 9 Gigalitres /year | 11 Gigalitres /year | Conventionally, agriculture has been dependent on river water and groundwater, the availability of which is declining with climate change and other pressures. This target will support Melbourne's population with local food supply (continuing the existing proportion of 41%), by enhancing the Melbourne region's food bowl through the supply of alternative water resources. |
| | Region | 34 Gigalitres /year | 63 Gigalitres /year | 112 Gigalitres /year | |
| 7.1b Alternative water supplied to businesses and industry (>10ML/year) | Catchment | 392 Megalitres /year | For monitoring only | | The measure reflects the provision of alternative water sources to major water users, where water is likely to be a key resource impacting the viability of their production process or business. |
| | Region | 3393 Megalitres /year | | | |



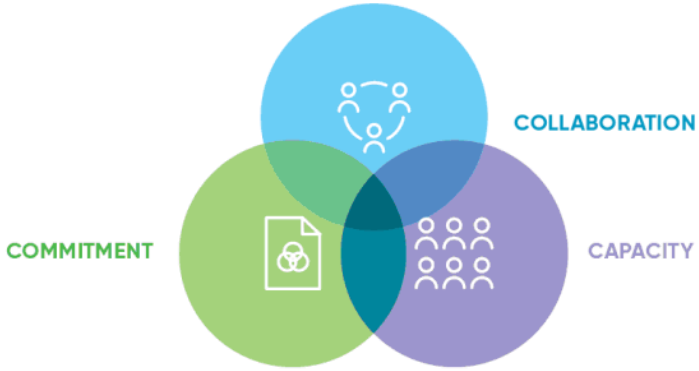
**Enablers**
Commitment, Capacity and Collaboration

Strategic enablers represent a series of useful indicators and measures that are overarching to the success of the seven key strategic outcomes. Without these fundamental factors in place, the mainstreaming of IWM will remain challenging. This is in recognition of the fact that across Greater Metropolitan Melbourne there are multiple organisations that hold responsibility for managing the urban water cycle, with a collaborative and integrated approach essential for effective planning and delivery of IWM initiatives.

## The case for change

### Transitioning to integrated water management

Conventionally, the water cycle has been managed in separate parts, with water supply, wastewater management, and stormwater drainage infrastructure typically being managed by different organisations, and in a centralised manner. However, population growth and a changing climate has led to stressed ecosystems and increasing unpredictability around water supply, requiring a more integrated approach to water management. The evidence-based targets specified in this Plan provide an important basis for ongoing commitment, capacity and collaboration to implement IWM. These three factors are considered critical to transitioning towards more widespread integrated water management practices.[22]






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### A continued cross-organisational approach

The Forum brings together 22 organisations with an interest in water cycle management across the Dandenong Catchment. To ensure IWM is successful and enduring across the Catchment, the Dandenong IWM Forum partners commit to promote a collaborative and shared values culture within their own organisations and through their work with local communities and water cycle delivery partners. This ongoing commitment, collaboration and investment in capacity to deliver IWM is crucial to drive this Plan forward.

### Acting early to embed change

This Plan sets out ambitious targets for IWM in the Dandenong Catchment and the broader Greater Metropolitan Melbourne Region. To enable this step-change in approach, it is crucial that the right conditions are put in place early to enable this transition.

## Measuring the change we want to make

| Our measures | Scale | Our current performance (2019) | Our catchment target for the future | | How will this measure drive change? |
|---|---|---|---|---|---|
| | | | 2030 | 2050 | |
| E1 Vision, leadership and long-term commitment through vision statement and objectives articulated in corporate documents (Rating out of 5)[9] | Catchment | 3.4 | 4.5 | 5 | This measure tracks the degree to which organisational leadership is supportive of the adopted vision and water management agenda, and able to strategically commit to and initiate IWM initiatives. |
| | Region | 3.1 | 4.5 | 5 | |
| E2 Knowledge, skills and organisational capacity (Rating out of 5)[9] | Catchment | 3.0 | 4.5 | 5 | This measure rates the knowledge and skills of key water related organisations in the Catchment, together with organisational capacity to successfully deliver IWM. |
| | Region | 2.9 | 4.5 | 5 | |
| E3 Cross-sector institutional arrangements and processes (Rating out of 5)[9] | Catchment | 2.9 | 4.5 | 5 | This measure assesses whether the institutional arrangements and processes required to achieve IWM are in place and embedded across the sector. |
| | Region | 2.7 | 4.5 | 5 | |

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# Notes

a. Based on comparison of 2018/2019 potable water use data with projected potable water use in 2050 under the Reference State examined by the Plan. Potable water use projections will be updated in Water for Life: Greater Melbourne Urban Water Systems Strategy 2022.

b. Based on modelling in Melbourne Water (2017) Melbourne Water Systems Strategy. Supply-demand shortfall projections will be updated in Water for Life: Greater Melbourne Urban Water Systems Strategy 2022.

c. Based on adaptation of a Source Catchments model of the Port Phillip and Western Port Catchment (DELWP/Melbourne Water 2020) comparing runoff generated in the developed catchment model compared with natural grassland model to determine the 'urban excess runoff'.

d. Based on residential and commercial/industrial water use in the catchment factored by 0.8.

e. Based on the total potable water use (2018/2019) for the five catchment areas in the region divided by the most recent population data of that area (Census data August 2016). The Melbourne Water Outlook 2020 reported an average of 162 litres per person per day for 2018/2019, which is calculated to a different boundary (the service areas of City West Water, Dandenong Valley Water and South East Water) and using a population projection for those service areas.

f. Based on reported total releases of treated wastewater to the environment in 2018/2019 and projected additional wastewater (minus projected recycled water use) in 2050 under the Reference State examined by the Plan.

g. A weighted average based on wastewater inflow volumes to the wastewater treatment plants.

h. This measure includes recycled water provided to customers, and does not include recycled water utilised by water authorities within the treatment process or to irrigate land owned by the water authority.

i. Range to be further refined through feasibility testing and optioneering.

j. Represents pollutants released to the environment within each sub-catchment. Pollutants from runoff generated in the catchments was estimated using a Source Catchments model of the Port Phillip and Western Port Catchment (DELWP/Melbourne Water 2020), minus estimated removals from stormwater treatment, harvesting and management initiatives and assets within each sub-catchment. Pollutants from treated wastewater based on reported releases of treated wastewater to the environment in 2018/2019.

k. As outlined in Environment Protection Authority Victoria (2019) Development of environmental quality indicators and objectives for SEPP (Waters). Publication 1733, the SEPP (Waters) targets for Port Phillip Bay include a nitrogen (TN) target that seeks to ensure that "nitrogen loads entering the Bay should not exceed current levels to reduce the risk of frequent and intense algal blooms" and a sediment (TSS) target "to improve water quality and reduce pollutants that are typically bound to sediment particles". Western Port has a sediment (TSS) target "intended to prevent an increase in catchment sediment inputs to allow in-bay sediments to be naturally removed by tides and currents". The relationship between pollutant removal within a catchment, and pollutant loads entering Port Phillip Bay and Western Port is complex but can be represented through catchment scale modelling. Further work is required to recommend the most effective pollutant reduction strategies and locations to meet the SEPP targets. However, in broad terms the targets seeks to ensure pollutant loads do not increase further beyond the baseline levels determined for Port Phillip Bay (2017) and Western Port (2018).



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l. The current total area of public open space is calculated using the data set from the Victorian Environmental Assessment Council (2011) Public open space categories in the entire metropolitan Melbourne area. The State of Victoria. Active open space is equated to 'organised recreation areas' and passive open space includes 'parkland and garden' and 'services and utilities areas'.

m. Including stormwater treatment assets that include vegetation or open water, naturalised waterways, open spaces that have been created or enhanced through water management.

n. A baseline rating for measure 6.1a could not be determined by the time of publication due to insufficient data being available. It is acknowledged that IWM Forum engagement and partnership with Traditional Owner Corporations has been consistent throughout the development of the Catchment Scale IWM Plans, including the co-creation of a survey to acquire data for this indicator. It is therefore reasonable to accept that a rating (out of five) of Traditional Owners' capacity to partner in IWM programs, policy, planning and projects is not "zero", however it would not reflect best practice to infer an overall rating for this measure without an adequately representative sample. This outcome further substantiates what all IWM Forum partners, including Traditional Owner Corporations, have come to understand from experience: significant capacity constraints continue to prevent Traditional Owner partners from meaningfully contributing to IWM in a manner that is consistent with their Corporations' priorities and the principles of self-determination. This result strengthens the position stated by other IWM Forum partner organisations (i.e. organisations not identifying as a Traditional Owner Corporation) that more must be done to empower Traditional Owner as partners in IWM.

o. Ratings were compiled for each catchment area based on a survey of IWM Forum organisations.

p. Ratings were compiled for each municipality area based on Water Sensitive City Index records (where available) and a Council survey (2020). Respondents were encouraged to collectively agree a rating with other stakeholders involved in IWM in the municipality.



# Glossary of terms

**Aboriginal Victorians**
An Aboriginal Victorian is a person of Aboriginal descent who identifies as an Aboriginal and is accepted as such by the Victorian Aboriginal community in which he or she lives.

**Algal blooms**
A rapid increase in the population of algae that can occur in waterways, often caused by excess nutrients (particularly phosphorus and nitrogen).

**Assets**
Assets are resources that provide benefit. This includes, for example, infrastructure such as treatment plants, pipes and pumps, water assets such as dams, bores and wetlands, and community assets such as sporting facilities, public gardens and street trees. Natural assets are assets of the natural environment, for example waterways and vegetation, also known as natural capital.

**Biodiversity**
The numbers and variety of plants, animals and other living beings, including micro-organisms, across our land, rivers and oceans. It includes the diversity of their genetic information, the habitats and ecosystems in which they live and their connections with other life forms.

**Blue-green infrastructure**
Green infrastructure refers to key vegetation features such as street trees, parklands, grassed sports fields and vegetated walls. Blue infrastructure refers to waterways, wetlands, recreational lakes, stormwater retarding basins, or other water body features. Blue-green infrastructure brings these assets together through integrated approaches to deliver community benefits.

**Catchment**
An area where water falling as rain is collected by the landscape, eventually flowing to a body of water such as a creek, river, dam, lake or ocean; or into a groundwater system.

**Climate change**
A long-term change of the earth's temperature and weather patterns, generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning.

**Community**
Includes individuals, public and private landholders, community groups and business owners.

**Department of Environment, Land, Water and Planning (DELWP)**
Supports Victoria's natural and built environment to ensure economic growth and liveable, sustainable and inclusive communities. The department assists the minister, develops and implements state policies and programs, and oversees the administration of organisations including catchment management authorities.

**Ecosystem**
A dynamic complex of plant, animal, fungal and microorganism communities and the associated non-living environment interacting as an ecological unit.

**Environmental water**
Water to support environmental values and ecological processes.

**Fit for purpose**
Water of a quality that is appropriate for its intended use.

**Floodplain**
Low-lying land adjacent to a river or stream with unique ecosystems dependent on inundation from flood events.

**Flow**
Movement of water – the rate of water discharged from a source, given in volume with respect to time.

**Gigalitre (GL)**
One billion (1,000,000,000) litres. One gigalitre is the equivalent of approximately 400 Olympic size swimming pools.



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**Greater Metropolitan Melbourne Region**
The Port Phillip and Western Port Bay catchment area, including the Werribee, Maribyrnong, Yarra, Dandenong and Western Port catchments.

**Greenfield land**
Undeveloped land identified for residential or industrial/commercial development, generally on the fringe of metropolitan Melbourne.

**Groundwater**
All subsurface water, generally occupying the pores and crevices of rock and soil.

**Growth areas**
Locations on the fringe of metropolitan Melbourne designated in planning schemes for large-scale transformation, over many years, from rural to urban use.

**Impervious area**
A surface or area within a catchment that significantly restricts the infiltration of water. Impervious surfaces can include concrete, road surfaces, roofs and saturated ground such as a lake or pond.

**Infrastructure**
Basic facilities and networks needed for the functioning of a local community or broader society.

**Integrated water management (IWM)**
A collaborative approach to planning that brings together all elements of the water cycle including wastewater management, water supply, stormwater management and water treatment, considering environmental, economic and social benefits.

**Integrated Water Management Forum**
A meeting of urban water management organisations to identify, prioritise and commit to the investigation of integrated water management opportunities.

**Integrated water management opportunity**
A servicing need that has the potential to leverage broader benefits when undertaken collaboratively, using an integrated water management approach.

**Liveability**
A measure of a city's residents' quality of life, used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures.

**Megalitre (ML)**
One million (1,000,000) litres.

**National employment and innovation clusters (NEIC)**
Designated concentrations of employment distinguished by a strong core of nationally significant knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne's positioning in the global economy.

**Open space**
Includes land reserved for natural landscape, parklands, recreation and active sports.

**Potable**
Water of suitable quality for drinking.

**Rainwater**
Water that has fallen as rain or has been collected from rainfall.

**Recycled water**
Water derived from sewerage systems or industry processes that is treated to a standard appropriate for its intended use.

**Reservoir**
Natural or artificial dam or lake used for the storage and regulation of water.

**Resilience**
The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow, no matter what chronic stresses or shocks they encounter.

**Runoff**
The portion of rainfall which actually ends up as streamflow, also known as rainfall excess.

**Stormwater**
Runoff from urban areas. The net increase in runoff and decrease in groundwater recharge resulting from the introduction of impervious surfaces such as roofs and roads within urban development.

**Stormwater flooding**
Inundation by local runoff. Stormwater flooding can be caused by local runoff exceeding the capacity of an urban stormwater drainage system or by the backwater effects of mainstream flooding causing the urban stormwater drainage system to overflow.

**Sub-catchment**
A minor waterway catchment within one of the major waterway catchments in the region. There are 69 sub-catchments defined by the Healthy Waterways Strategy (Melbourne Water, 2018) in the Port Phillip Bay and Western Port Region, which are used as the spatial unit for the Plan analysis.

**Traditional Owners**
People who, through membership of a descent group or clan, are responsible for caring for Country. Aboriginal people with knowledge about traditions, observances, customs or beliefs associated with a particular area. A Traditional Owner is authorised to speak for Country and its heritage.

**Urban greening**
Growing plants wherever possible in cities to contribute to urban vegetation coverage and providing a connection to nature.

**Urban heat island effect**
When the built environment absorbs, traps, and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.

**Urban renewal**
The process of planning and redeveloping underutilised medium and large-scale urban areas, precincts or sites for mixed land-use purposes.

**Urban water cycle**
The cycle of water through urban environments. Distinguished from the natural urban water cycle by the transfer of water through built infrastructure and the high runoff rates generated by impervious surfaces.

**Wastewater**
Water that has had its quality affected by human influence, deriving from industrial, domestic, agricultural or commercial activities.

**Water corporations**
Victorian Government organisations charged with supplying water to urban and rural water users. They administer the diversion of water from waterways and the extraction of groundwater. Formerly known as water authorities.

**Water infrastructure**
Facilities, services and installations needed for the functioning of a water system.

**Water sector**
Organisations involved in water management, including water corporations, local government and catchment management authorities.

**Waterways**
Rivers and streams, their associated estuaries and floodplains (including floodplain wetlands) and non-riverine wetlands.

**Waterway health**
Waterway health is an umbrella term for the overall state of key features and processes that underpin functioning waterway ecosystems (such as species and communities, habitat, connectivity, water quality, riparian vegetation, physical form, and ecosystem processes such as nutrient cycling and carbon storage).

**Wetlands**
Areas, whether natural, modified or artificial, subject to permanent or temporary inundation, that hold static or very slow-moving water and develop, or have the potential to develop, biota adapted to inundation and the aquatic environment. Wetlands may be fresh or saline.

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For more information visit:
**www.water.vic.gov.au/liveable/integrated-water-management-program**

Integrated Water Management Forums

VICTORIA State Government | Environment, Land, Water and Planning

# Council Meeting

**27 September 2021**

**Agenda Item No: 8.3**

# AMENDMENT C197KING TO THE KINGSTON PLANNING SCHEME - ANOMALIES AMENDMENT

**Contact Officer: Mathieu Maugueret, Strategic Planner**

## Purpose of Report

This report recommends that Council adopt Planning Scheme Amendment C197king to the Kingston Planning Scheme with a change and submit it to the Minister for Planning for approval.

## Disclosure of Officer / Contractor Conflict of 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. Adopt Planning Scheme Amendment C197king to the Kingston Planning Scheme with a change.
2. Submit Planning Scheme Amendment C197king to the Minister for Planning for approval.

## 1. Executive Summary

Amendment C197King proposes to make various corrections to the mapping of zones and overlays to resolve anomalies in the Kingston Planning Scheme. The anomalies include mapping errors, redundant overlay provisions, land affected by multiple zones and land where the zone is inconsistent with its use or ownership. The Explanatory Report provided at Appendix 1 includes a list of all sites affected by the Amendment and a description of proposed changes.

Amendment C197king was placed on public exhibition between 29 July and 30 August 2021. Over the four-week period, notice was given via a letter to landowners and occupiers, surrounding properties and government agencies. A notice was also placed in the Government Gazette and The Age newspaper.

A total of six submissions were received. Five submissions supported the Amendment and offered no objection, and one submission was supportive subject to a minor change to the Amendment. A copy of the submissions is provided at Appendix 2.

This report recommends that Council adopt Planning Scheme Amendment C197king subject to the change requested and submit it to the Minister for Planning approval.

## 2. Background

Minor errors and anomalies were identified in the Kingston Planning Scheme Review 2012 that require correction via a planning scheme amendment. Amendment C149, which was approved by the Minister for Planning on 15 August 2019, provided for 253 corrections to errors and anomalies in the Kingston Planning Scheme generally applicable to Council owned land.

Planning Scheme Amendment C197king consists of further corrections identified which includes rezoning of land that has been incorrectly zoned or is in dual zones, amendments to incorrect overlays and amendments to maps to correct errors.

*Conditions of Planning Scheme Amendment C197king Authorisation*

At the Planning Committee meeting held on the 17 March 2021, Kingston City Council resolved to seek authorisation from the Minister for Planning to undertake Planning Scheme Amendment C197king.

Authorisation was granted with the following conditions on 18 June 2021 (refer to Appendix 3).

- *"Include the deletion of Design and Development Overlay 17 from Map5 from the Kingston Planning Scheme, including the schedule to Clause 72.03*
- *Include the deletion of Specific Controls Overlay 4 from the land located at 1126-1146 Centre Road, Oakleigh South and incorporated document "Kaufland Supermarket and complementary uses, part 1126 – 1146 Centre Road, Oakleigh South, Incorporated Document (June 2019)" from the schedule to Clause 72.04.*
- *Update the explanatory report and instruction sheet to reflect the above inclusions in the amendment.*
- *Give notice of the amendment to Invest Victoria."*

The above first two conditions delete redundant overlays in the Kingston Planning Scheme. Design and Development Overlay 17 no longer exists in the ordinance but is shown on the maps. The Specific Controls Overlay 4 is tied to Kaufland who have withdrawn from the Australian market and will not be undertaking the development.

The Amendment was exhibited as per the requirements of the Authorisation.

## 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 is consistent with the Council Plan as it corrects errors and anomalies in the Planning Scheme contributing to the more effective operation and administration of Scheme.

### 3.2 Public Consultation

Amendment C197king of the Kingston Planning Scheme was publicly exhibited between 29 July and 30 August 2021.

Over the four-week period of exhibition, notice was given via letters mailed out to:

- Landowners and occupiers.
- Surrounding properties.
- Prescribed Ministers.
- Relevant State Government Agencies (including Invest Victoria, Public Transport Victoria (PTV), Department of Public Transport, Department of Education & Early Childhood Development and Department of Health).

A notice was also placed in the:

- Victorian Government Gazette on 29 July 2021.
- The Age newspaper on 28 July 2021.

### 3.3 Operation and Strategic Issues

3.3.1 Submissions Received

A total of six submissions were received, these include five submissions from private landowners and/or occupiers and two from Government agencies. A copy of all submissions is provided at Appendix 1.

Five submissions received were in support of the Amendment.

One submission offered provisional support subject to a change. The submission identified that the location of HO105 at 25-29 Nepean Highway, Mentone was incorrectly shown on the exhibited Planning Scheme map. The submission recommended that the location be changed to correctly apply to the Nylex sign. This is an error in the exhibited documentation and should be changed. Please refer to Appendix 4 which correctly identifies the location of HO105 over the Nylex sign.

3.3.2 Strategic Justification

The Amendment supports the Planning Policy Framework as it ensures that the planning controls which apply to land within the municipality are accurate and appropriate. The Amendment will contribute to the more effective operation and administration of the Kingston Planning Scheme by ensuring that land is not encumbered by unnecessary, redundant or irrelevant controls.

### 3.4 Options

Section 22 of the Planning and Environment Act 1987 requires that council a consider all submissions made on or before the date set out in the notice.

Pursuant to Section 23 of the Planning and Environment Act 1987 after considering a submission which requests a change to the amendment, the planning authority must:

(a) Change the amendment in the manner requested; or
(b) Refer the submission to a panel appointed under Part 8; or
(c) Abandon the amendment or part of the amendment.

3.4.1 Option 1

Adopt the Amendment with the requested change. This is the preferred option as the change correctly identifies the location of HO105 on the Planning Scheme map.

The Amendment will contribute to the more effective operation and administration of the Kingston Planning Scheme by ensuring that land is not encumbered by unnecessary, redundant or irrelevant controls.

Option 2
Abandon the Amendment. This option is not supported by officers as it would prevent the effective operation of the Kingston Planning Scheme.

## 4. Conclusion

Proposed Planning Scheme Amendment C197king seeks to resolve anomalies which require rezoning of land that has been incorrectly zoned or is located in dual zones as well as amendments to overlay maps to correct errors.

This report recommends that Council adopt the amendment with a change and submit it to Minister for Planning for approval.

## Appendices

Appendix 1 - Explanatory Report Amendment C197king (Ref 21/213814)
Appendix 2 - Submissions Recieved (Ref 21/213801) - Confidential
Appendix 3 - Authorisation Letter (Ref 21/217051)
Appendix 4 - Map of Change Requested (Ref 21/217213)

| | |
|---|---|
| Author/s: | Mathieu Maugueret, Strategic Planner |
| Reviewed and Approved By: | Rita Astill, A/Manager City Strategy |
| | Jonathan Guttmann, General Manager Planning and Development |

# 8.3

# AMENDMENT C197KING TO THE KINGSTON PLANNING SCHEME - ANOMALIES AMENDMENT


**1 Explanatory Report Amendment C197king ..... 105**
**2 Authorisation Letter ..... 119**
**3 Map of Change Requested..... 121**

*Planning and Environment Act 1987*

# KINGSTON PLANNING SCHEME

# AMENDMENT C197king

## EXPLANATORY REPORT

**Who is the planning authority?**

This amendment has been prepared by the Kingston City Council, which is the planning authority for this amendment.

The amendment has been made at the request of the City of Kingston.

**Land affected by the amendment**

The amendment applies to 56 sites throughout the City of Kingston.

A mapping reference table is attached at Appendix A to this Explanatory Report.

Of these 56 sites, 51 have been identified as requiring rezoning. These sites are located at:

- 15-17 Luain Avenue Oakleigh South
- 13 Broadchapel Place, Clarinda
- 9A Bourke Street, Mentone
- 136 Chesterville Road, Cheltenham
- 2-8 Poulter Crescent, Clarinda
- 560 Warrigal Road, Oakleigh South
- 76-80 Marriott Street, Parkdale
- 16-20 Birdwood Street Parkdale VIC
- Southern Part of 100-116 Howard Road (along Twofold Close), Dingley Village
- 10-20 Palm Grove Boulevard, Aspendale Gardens
- 59 Tarongo Drive, Aspendale
- 8 Mernda Avenue Bonbeach
- 10A Parkview Drive, Aspendale
- 62 McLeod Road, Carrum
- 33 Autumn Terrace, Clayton South
- Venice Street, Mentone
- Remo Street, Mentone
- 9 Glyn Court, Cheltenham
- 8 Page Street, Cheltenham
- 2 Mahala Court, Clayton South
- 158 Oak Avenue, Mentone
- 141 Warrigal Road, Mentone
- 133- 135 Warrigal Road, Mentone
- 2-8 Balcombe Road, Mentone
- 9B The Corso, Parkdale

- 2 Horscroft Place, Moorabbin
- 20 Healey Street, Moorabbin
- 52-70 Thompson Road Patterson Lakes
- Northern part of 49A Derring Lane Cheltenham
- South-eastern part of 136-176 Osborne Avenue, (along Murchison Cr) Clayton South
- 37 McLeod Road Carrum
- 34 Launching Way, Carrum
- 36 Launching Way, Carrum
- 38 Launching Way, Carrum
- 40 Launching Way, Carrum
- 1/8 Clarevale Street, Clayton South
- 2/8 Clarevale Street, Clayton South
- 3/8 Clarevale Street, Clayton South
- 4/8 Clarevale Street, Clayton South
- 1/10 Clarevale Street, Clayton South
- 2/10 Clarevale Street, Clayton South
- 3/10 Clarevale Street, Clayton South
- 12 Clarevale Street, Clayton South
- 2/12A Clarevale Street, Clayton South
- 3/12A Clarevale Street, Clayton South
- 4/12A Clarevale Street, Clayton South
- 5/12A Clarevale Street, Clayton South
- 6/12A Clarevale Street, Clayton South
- 14A Clarevale Street, Clayton South
- 16A Clarevale Street, Clayton South
- 2 Long Street, Mentone

The remaining 5 sites require changes to an Overlay. These sites are located at:

- 2A Ashmore Avenue, Mordialloc
- 2B Ashmore Avenue, Mordialloc
- Lower Dandenong Road, Braeside (Braeside Park)
- 25-29 Nepean Highway, Mentone
- 1126-1146 Centre Road, Oakleigh South

**What the amendment does**

The amendment proposes to implement various corrections to the mapping of zones and overlays, in order to resolve anomalies and errors in the Kingston Planning Scheme.

The anomalies include mapping errors, redundant overlay provisions, land affected by multiple zones and land where the zone is inconsistent with its use.

The amendment proposes to implement the following corrections:

**Aspendale**

- Rezone land located at 59 Tarongo Drive, Aspendale from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Tarongo Drive Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 10A Parkview Drive, Aspendale from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Glen Street Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

**Aspendale Garden**

- Rezone land located at 10-20 Palm Grove Boulevard, Aspendale Gardens from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Palm Grove Boulevard Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

**Bonbeach**

- Rezone land located at 8 Mernda Avenue, Bonbeach from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Mernda Avenue Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

**Braeside**

- Amend the mapping to the Heritage Overlay (HO104) located at Lower Dandenong Road, Braeside to include all elements of heritage significance.

  The site is a public open space known as Braeside Park and contains a number of heritage artefacts. The Heritage Overlay which aims to protect these heritage artefacts does not apply to the correct area as identified in the Schedule to the Heritage Overlay. The amendment will amend the mapping to the Heritage Overlay (HO104) located at Lower Dandenong Road, Braeside to correctly include all elements of heritage significance.

**Carrum**

- Rezone land located at 62 McLeod Road, Carrum from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as McDougall Reserve. It is used as public open space and is owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Rezone part of land located at 37 McLeod Road, Carrum from Public Use Zone (PUZ1) to General Residential Zone - Schedule 2 (GRZ2).

  The site is occupied by a Fire Station and contains dual zones (GRZ2 and PUZ1). The site is predominantly zoned GRZ2 with only a small portion affected by the PUZ1 as such the site is proposed to be rezoned entirely to GRZ2 to reflect the zone which applied to the majority of the site and surrounding properties.

- Rezone part of land located at 34 Launching Way, Carrum from Public Use Zone (PUZ1) to General Residential Zone - Schedule 2 (GRZ2).

  The site is privately owned and occupied by a residential dwelling. It is noted that the site contains dual zones (GRZ2 and PUZ1).

As the site is not public land it is recommended that it be rezoned to GRZ2 to reflect the residential use and the zone which applies to the remaining part of the site and surrounding properties.

- Rezone part of land located at 36 Launching Way, Carrum from Public Use Zone (PUZ1) to General Residential Zone - Schedule 2 (GRZ2).

  The site is privately owned and occupied by a residential dwelling. It is noted that the site contains dual zones (GRZ2 and PUZ1).

  As the site is not public land it is recommended that it be rezoned to GRZ2 to reflect the residential use and the zone which applies to the remaining part of the site and surrounding properties.

- Rezone part of land located at 38 Launching Way, Carrum from Public Use Zone (PUZ1) to General Residential Zone - Schedule 2 (GRZ2).

  The site is privately owned and occupied by a residential dwelling. It is noted that the site contains dual zones (GRZ2 and PUZ1).

  As the site is not public land it is recommended that it be rezoned to GRZ2 to reflect the residential use and the zone which applies to the remaining part of the site and surrounding properties.

- Rezone part of land located at 40 Launching Way, Carrum from Public Use Zone (PUZ1) to General Residential Zone - Schedule 2 (GRZ2).

  The site is privately owned and occupied by a residential dwelling. It is noted that the site contains dual zones (GRZ2 and PUZ1).

  As the site is not public land it is recommended that it be rezoned to GRZ2 to reflect the residential use and the zone which applies to the remaining part of the site and surrounding properties.

**Cheltenham**

- Rezone land located at 136 Chesterville Road, Cheltenham from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Clendon Court Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 9 Glyn Court, Cheltenham from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Glyn Court Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 8 Page Street, Cheltenham from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Page Street Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Rezone the northern part of land located at 49A Derring Lane, Cheltenham from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Derring Lane Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

**Clarinda**

- Rezone land located at 13 Broadchapel Place, Clarinda from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

The site is known as the Broadchapel Place Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes *"to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 2-8 Poulter Crescent, Clarinda from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Poulter Crescent Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes *"to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

**Clayton South**

- Rezone land located at 33 Autumn Terrace, Clayton South from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Autumn Terrace Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes *"to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 2 Mahala Court, Clayton South from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Mahala Court Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes *"to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

- Rezone the south-eastern part of land located at 136-176 Osborne Avenue, Clayton South from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as The Grange Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes *"to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

- Rezone part of land located at 2/8 Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 3/8 Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 4/8 Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 8 Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 2/10 Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 3/10 Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 10 Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 12 Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 2/12A Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 3/12A Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 4/12A Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).

- Rezone part of land located at 5/12A Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 6/12A Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 14A Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).
- Rezone part of land located at 16A Clarevale Street, Clayton South from Industrial 1 Zone (IN1Z) to General Residential Zone - Schedule 3 (GRZ3).

  Properties at 8-16A Clarevale Street are privately owned and occupied by a number of multi-unit residential developments. The properties contain dual zones (GRZ3 and IN1Z). It is generally seen as best practise to align zones with cadastral or property boundaries.

  The purpose of the Industrial 1 Zone includes "*to provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities"* Pursuant to this zone accommodation (other than Caretaker's housing) is prohibited.

  It is recommended that the properties (including the multi-unit developments and common properties) be rezoned to GRZ3 to reflect its existing residential land use and development. The rezoning would also reflect the zone which applies to the remaining part of the land. Such an outcome would allow the realignment of zoning boundaries to support the existing residential subdivision pattern of properties with a frontage to Clarevale Street.

**Dingley Village**

- Rezone the southern part of land located at 100-116 Howard Road, Dingley Village from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Chadwick Reserve. It is used as a public open space and owned by council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

**Mentone**

- Rezone land located at 9A Bourke Street, Mentone from Public Use Zone (PUZ1) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Bourke & Patty Street Reserve. It is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.
- Rezone land located at 2-8 Balcombe Road, Mentone from Commercial 1 Zone (C1Z) and Commercial 2 Zone (C2Z) to Public Park Recreation Zone (PPRZ).

  The site is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.
- Rezone part of Remo Street, Mentone from Activity Centre Zone - Schedule 2 (ACZ2) to Public Park and Recreation Zone (PPRZ).

  The southern part of Remo Street no longer serves as a road and is currently occupied by a sporting viewing stand structure which forms part of the Mentone & Keith Styles Reserve. As the site is currently occupied by a viewing stand it is recommended that it should be rezoned to reflect its use, development and broader context. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.
- Rezone part of Venice Street, Mentone from Activity Centre Zone - Schedule 2 (ACZ2) to General Residential Zone - Schedule 3 (GRZ3).

  Part of Venice Street (between Remo Street and Milan Street) should be rezoned to reflect the surrounding residential zone to the south.

- Rezone land located at 158 Oak Avenue, Mentone from General Residential Zone - Schedule 2 (GRZ2) to Public Park and Recreation Zone (PPRZ).

  The site is part of Reg Marlow Park. It is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 141 Warrigal Road, Mentone from General Residential Zone - Schedule 2 (GRZ2) to Public Park and Recreation Zone (PPRZ).

  The site is part of Reg Marlow Park. It is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 133-135 Warrigal Road, Mentone from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is part of Reg Marlow Park. It is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 2 Long Street, Mentone from Commercial 1 Zone (C1Z) to General Residential Zone – Schedule 3 (GRZ3) and remove Design and Development Overlay – Schedule 20 (DDO20).

  The site is occupied by a residential dwelling. It is recommended to rezone the site to a residential zone to reflect the existing and historic residential land use of the site, which has been occupied by a residential dwelling since the 1980s. DDO20 only applies to land zoned C1Z within the Thrift Park Neighbourhood Activity Centre. As the subject site is to be rezoned to GRZ3, DDO20 is no longer applicable and required. GRZ3 is the most appropriate zone considering the existing land use and surrounding zoning.

- Amend the mapping to the Heritage Overlay (HO105) located at 25-29 Nepean Highway, Mentone to correctly apply to the Nylex Sign.

  Nylex has a long history in Mentone and more broadly with the City of Kingston, commencing its operation in the 1940's following WWII. Following the closure of the Nylex operations in Mentone in April 2006 the Nylex sign was moved south to the Nepean Highway frontage as part of Planning Permit KP73/06. The amendment will amend the mapping to the Heritage Overlay (HO105) to correctly apply to the Nylex sign.

**Moorabbin**

- Rezone land located at 20 Healey Street, Moorabbin from Activity Centre Zone - Schedule 3 (ACZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as Healey Street Reserve. It is used as a public open space and owned by council. The zoning should be amended to reflect existing use and ownership. The purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 2 Horscroft Place, Moorabbin from Activity Centre Zone - Schedule 3 (ACZ3) to Public Park and Recreation Zone (PPRZ).

  The site has recently been acquired by Council to become a part of the Healey Street Reserve and utilised as public open space. The purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space"*. The application of the PPRZ will reflect existing use and ownership.

**Mordialloc**

- Remove the Heritage Overlay (HO85) from land located at 2A Ashmore Avenue, Mordialloc.
- Remove the Heritage Overlay (HO85) from land located at 2B Ashmore Avenue, Mordialloc.

  The sites (2A Ashmore and 2B Ashmore) formally formed part of 1 Albert Street. The sites were subdivided, and a new residential dwelling was constructed on each lot. The elements of heritage significances are confined to the property located at 1 Albert Street as identified by the Schedule to the Heritage Overlay. As such it is recommended that the Heritage Overlay be removed from land located at 2A and 2B Ashmore Avenue.

**Oakleigh South**

- Rezone land located at 15-17 Luain Avenue, Oakleigh South from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Luain Avenue Reserve. It is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 560 Warrigal Road, Oakleigh South from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Remove the Specific Controls Overlay – Schedule 4 (SCO4) from land located at 1126-1146 Centre Road, Oakleigh South.

  The site was previously owned by retailer Kaufland. The SCO4 related to the development of the Kaufland supermarket and complementary uses and set design guidelines. In 2020 Kaufland exited from the Australian market and sold the site. The SCO4 specifically related to the development of the Kaufland supermarket, which will no longer be constructed. The SCO4 is therefore redundant.

**Parkdale**

- Rezone land located at 76-80 Marriott Street, Parkdale from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation Zone (PPRZ).

  The site is known as the Marriott Street Reserve. It is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 16-20 Birdwood Street, Parkdale from General Residential Zone - Schedule 2 (GRZ2) to Public Park and Recreation Zone (PPRZ).

  The site is known as the McDonald-Healy Reserve. It is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Rezone land located at 9B The Corso, Parkdale from General Residential Zone - Schedule 2 (GRZ2) to Public Park and Recreation Zone (PPRZ).

  The site is used as a public open space and owned by Council. A purpose of the Public Park and Recreation Zone (PPRZ) includes "*to recognise areas for public recreation and open space*". The application of the PPRZ will reflect existing use and ownership.

- Delete the Design and Development Overlay – Schedule 17 (DDO17) from all land on Map5 of the Kingston Planning Scheme. The overlay has previously been removed by Amendment C183king which was gazetted on 23 May 2019.

**Patterson Lakes**

- Rezone part of land located at 52-70 Thompson Road, Patterson Lakes from General Residential Zone - Schedule 3 (GRZ3) to Public Use Zone (PUZ6).

  The site is owned by council and occupied by the Patterson Lakes Community Centre. It is noted that the site contains dual zones (GRZ3 and PUZ6). A purpose of the Public Use Zone (PUZ6) includes "*to recognise public land use for public utility and community services and facilities*". The rezoning of the site is sought to reflect existing use and ownership.

**Amendments to Local Policy Mapping**

- Amends the map 'City of Kingston Strategic Land Use Framework Plan' at Clause 21.01 – Vision and Strategic Framework to remove some of the affected properties from the area identified for Incremental Housing Change.
- Amends the map 'Strategic Land Use Framework Plan' at Clause 21.01 – Vision and Strategic Framework to include some of the affected properties in the area for promotion of Incremental Housing Change.
- Amends the map 'City of Kingston Open Space Framework Plan' at Clause 21.02 – Settlement to include the affected properties in open space area.
- Amends the map 'Residential Land Use Framework Plan' at Clause 21.07 – Vision and Strategic Framework to remove some of the affected properties from the area identified for Incremental Housing Change.
- Amends the map 'Strategic Land Use Framework Plan' at Clause 21.07 – Housing to include some of the affected properties in areas for the promotion of Incremental Housing Change.

**Amendments to the Operation Provisions.**

- Amend the Schedule to Clause 72.03 – What Does This Planning Scheme Consist Of? to remove the reference to 2SCO and 5DDO17 .
- Amend the Schedule to Clause 72.04 - Documents Incorporated In This Planning Scheme to remove the reference to the *Kaufland Supermarket and complementary uses, part 1126 – 1146 Centre Road, Oakleigh South, Incorporated Document (June 2019)* as an incorporated document.

**Strategic assessment of the amendment**

**Why is the amendment required?**

The amendment is required to correct zoning and overlay anomalies and errors that currently exist within the maps of the Kingston Planning Scheme.

In order to provide continuous improvement to the Kingston Planning Scheme, practical resolutions of the identified zoning and overlay inconsistencies is necessary.

All of the identified anomalies and errors do not affect the intent of policy or controls.

**How does the amendment implement the objectives of planning in Victoria?**

The amendment gives effect to the following objectives of planning in Victoria identified in Section 4(1) of the *Planning and Environment Act 1987*:

- To provide for the fair, orderly, economic and sustainable use, and development of land;
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- To protect public utilities and other facilities for the benefit of the community;
- To facilitate development in accordance with the above objectives;
- To balance the present and future interests of all Victorians

The amendment implements the objectives of planning in Victoria by improving the effectiveness and efficiency of the Kingston Planning Scheme. The amendment implements the objectives of providing '*for the fair, orderly, economic and sustainable use, and development of land*' in accordance with Section 4 of the *Planning and Environment Act* 1987, by ensuring the consistency and accuracy of the Planning Scheme.

**How does the amendment address any environmental, social and economic effects?**

The amendment will have a positive net community impact by enhancing the effectiveness and efficiency of the Kingston Planning Scheme by appropriately zoning sites and ensure consistency. The amendment will also provide certainty for land owners.

**Does the amendment address relevant bushfire risk?**

The subject land is not subject to a Bushfire Management Overlay (BMO) and is not located on land designated as a 'Bushfire Prone Area' under the Victorian Planning Provisions.

As such, there is no bushfire risk identified for the subject land.

**Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the *Planning and Environment Act 1987*.

The amendment is consistent with Ministerial Direction No. 9 Metropolitan Strategy which requires amendments to have regard to Plan Melbourne: Metropolitan Planning Strategy.

The amendment also meets the requirements of Ministerial Direction No. 11 Strategic Assessments of Amendments and Ministerial Direction No.15 – The Planning Scheme Amendment Process.

The amendment will ensure that the Kingston Planning Scheme remains consistent with the State Planning Policy Framework, which seeks to support the objectives of planning in Victoria.

Specifically, the amendment will assist in the implementation of the objectives of Plan Melbourne: Metropolitan Planning Strategy and ensure that the Kingston Planning Scheme remains consistent with the State Planning Policy Framework, which seeks to support the objectives of planning in Victoria, as it will resolve anomalies and errors in the Kingston Planning Scheme.

**How does the amendment support or implement the Planning Policy Framework and any adopted State policy?**

The purpose of the Planning Policy Framework (PPF) is to ensure that the objectives of planning in Victoria (as set out in Section 4 of the *Planning and Environment Act 1987*) are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

The amendment supports the Planning Policy Framework (PPF) and in particular:

- Clause 12 Environmental and Landscape Values "*Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values*."
- Clause 12.01-1S Protection of Biodiversity objective is to "*assist the protection and conservation of Victoria's biodiversity*".
- Clause 15 Built Environment and Heritage which states that "*Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context*".
- Clause 19.02-6S Open Space objective is to "*Create opportunities to enhance open space networks within and between settlements.*"

The amendment is consistent with these objectives as it ensures that the planning controls which apply to land within the municipality are accurate, appropriate and consistent with the PPF.

**How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The amendment supports the Local Planning Policy Framework (LPPF), including the Municipal Strategic Statement (MSS) of the Kingston Planning Scheme. The amendment ensures that the planning controls which apply to the identified sites are consistent with the LPPF.

The amendment will ensure that the Kingston Planning Scheme can operate as intended and that the planning controls are consistent with the objectives of the MSS.

The amendment is consistent with the strategic directions of the Local Policy Planning Framework (LPPF) particularly in relation to:

- Clause 21.07 Housing strategy includes to "*prevent any loss of existing residential land through unnecessary or inappropriate rezoning*."
- Clause 21.08-2 Industry objectives include to "*protect Kingston's supply of industrial land from encroachment from non-compatible uses.*"
- Clause 21.03-3 objectives includes to "*protect and enhance environmental values including wetlands, flora and fauna habitats, and drainage functions*" and to "*protect and enhance identified significant vegetation".*
- Clause 22.08-2 objective includes to "*recognise, conserve and enhance places and elements in the City identified as having scientific, aesthetic, architectural or historical interest or other special cultural values.*"

**Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment seeks to resolve anomalies and errors in the Kingston Planning Scheme. All proposed changes to the Kingston Planning Scheme are consistent with the Victorian Planning Provisions.

**How does the amendment address the views of any relevant agency?**

The views of relevant agencies will be sought during the exhibition of the amendment.

**Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment will not have a significant impact on the transport system, as defined by section 3 of the *Transport Integration Act 2010*.

**Resource and administrative costs**

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment will have a positive impact on the resource and administrative costs for Council by improving the operation and administration of the Kingston Planning Scheme.

**Where you may inspect this amendment**

The amendment is available for public inspection, free of charge, during office hours at the following places:

- Kingston website: www.kingston.vic.gov.au/Property-and-Development/Planning-Scheme-Amendments/Current-Amendments

- Kingston City Council, Ground Floor, 1230 Nepean Highway, Cheltenham

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at https://www.planning.vic.gov.au/schemes-and-amendments/browse-amendments.

**Submissions**

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by 30 August 2021.

A submission must be sent to:

Post: Kingston City Council,
Strategic Planning Unit,
Attention: Mathieu Maugueret
PO Box 1000
Mentone VIC 3194

or via email at: strategicplanning@kingston.vic.gov.au

**Panel hearing dates**

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: 31 January 2022
- panel hearing: 28 February 2022

**ATTACHMENT A - Mapping reference table**

| Location | Land /Area Affected | Mapping Reference |
|---|---|---|
| **Aspendale** | 59 Tarongo Drive | Kingston C197king 004znMap08 Exhibition |
| | 10A Parkview Drive | Kingston C197king 005znMap07 Exhibition |
| **Aspendale Gardens** | 10-20 Palm Grove Boulevard | Kingston C197king 006znMap08 Exhibition |
| **Bonbeach** | 8 Mernda Avenue | Kingston C197king 002znMap09 Exhibition |
| **Braeside** | Lower Dandenong Road (Braeside Park) | Kingston C197king 029d-ho Map06 Exhibition and Kingston C197king 032ho Map06 Exhibition |
| **Carrum** | 62 McLeod Road | Kingston C197king 001znMap09 Exhibition |
| | 37 McLeod Road | Kingston C197king 001znMap09 Exhibition |
| | 34 Launching Way | Kingston C197king 001znMap09 Exhibition |
| | 36 Launching Way | Kingston C197king 001znMap09 Exhibition |
| | 38 Launching Way | Kingston C197king 001znMap09 Exhibition |
| | 40 Launching Way | Kingston C197king 001znMap09 Exhibition |
| **Cheltenham** | 136 Chesterville Road | Kingston C197king 019znMap01 Exhibition |
| | 9 Glyn Court | Kingston C197king 018znMap01 Exhibition |
| | 8 Page Street | Kingston C197king 016znMap04 Exhibition |
| | 49A Derring Lane | Kingston C197king 015znMap05 Exhibition |
| **Clarinda** | 13 Broadchapel Place | Kingston C197king 024znMap02 Exhibition |
| | 2-8 Poulter Crescent | Kingston C197king 020znMap02 Exhibition |
| **Clayton South** | 33 Autumn Terrace | Kingston C197king 025znMap03 Exhibition |
| | 2 Mahala Court | Kingston C197king 017znMap03 Exhibition |
| | 136-176 Osborne Avenue | Kingston C197king 021znMap03 Exhibition |
| | 8 Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 2/8 Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 3/8 Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 4/8 Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 10 Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 2/10 Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 3/10 Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 12 Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 2/12A Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 3/12A Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 4/12A Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 5/12A Clarevale Street | Kingston C197king 026znMap03 Exhibition |

| | | |
|---|---|---|
| | 6/12A Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 14A Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| | 16A Clarevale Street | Kingston C197king 026znMap03 Exhibition |
| **Dingley Village** | 100-116 Howard Road | Kingston C197king 011znMap06 Exhibition |
| **Mentone** | 2 Long Street | Kingston C197king 028znMap05 Exhibition and Kingston C197king 034d-ddoMap05 Exhibition |
| | 9A Bourke Street | Kingston C197king 013znMap04 Exhibition |
| | 2-8 Balcombe Road | Kingston C197king 012znMap05 Exhibition |
| | part of Remo Street | Kingston C197king 010znMap04 Exhibition |
| | part of Venice Street | Kingston C197king 010znMap04 Exhibition |
| | 158 Oak Avenue | Kingston C197king 014znMap05 Exhibition |
| | 141 Warrigal Road | Kingston C197king 014znMap05 Exhibition |
| | 133- 135 Warrigal Road | Kingston C197king 014znMap05 Exhibition |
| | 25-29 Nepean Highway | Kingston C197king 033hoMap05 Exhibition |
| **Moorabbin** | 20 Healey Street | Kingston C197king 022znMap01 Exhibition |
| | 2 Horscroft Place | Kingston C197king 022znMap01 Exhibition |
| **Mordialloc** | 2A Ashmore Avenue | Kingston C197king 030d-hoMap05 Exhibition |
| | 2B Ashmore Avenue | Kingston C197king 030d-hoMap05 Exhibition |
| **Oakleigh South** | 15-17 Luain Avenue | Kingston C197king 027znMap02 Exhibition |
| | 560 Warrigal Road | Kingston C197king 023znMap02 Exhibition |
| | 1126-1146 Centre Road, Oakleigh South | Kingston C197king 036d-scoMap02 Exhibition |
| **Parkdale** | 76-80 Marriott Street | Kingston C197king 009zn Map05 Exhibition |
| | 16-20 Birdwood Street | Kingston C197king 007zn Map05 Exhibition |
| | 9B The Corso | Kingston C197king 008zn Map05 Exhibition |
| | All land affected by DDO17 | Kingston C197king 035d-ddoMap05 Exhibition |
| **Patterson Lakes** | 52-70 Thompson Road | Kingston C197king 003znMap10 Exhibition |

Department of Environment, Land, Water and Planning

8 Nicholson Street
East Melbourne, Victoria 3002
PO Box 500
East Melbourne, Victoria 8002

Mr Tim Tamlin
Chief Executive Officer
Kingston City Council
1230 Nepean Highway
Cheltenham 3192 VIC

Attention: Mathieu Maugueret
Email address: mathieu.maugueret@kingston.vic.gov.au

Dear Mr Tamlin

**PROPOSED KINGSTON PLANNING SCHEME AMENDMENT C197KING**

I refer to your council's application for authorisation to prepare an amendment to the Kingston Planning Scheme.

The amendment proposes to implement various corrections to the mapping of zones and overlays, to resolve anomalies in the Kingston Planning Scheme. The anomalies include mapping errors, redundant overlay provisions, land affected by multiple zones and land where the zone is inconsistent with its use or ownership.

Under delegation from the Minister for Planning, in accordance with section 8A of the *Planning and Environment Act 1987* (the Act) I authorise your council as planning authority to prepare the amendment subject to the following conditions:

- Include the deletion of Design and Development Overlay 17 from Map5 from the Kingston Planning Scheme, including the schedule to Clause 72.03
- Include the deletion of Specific Controls Overlay 4 from the land located at 1126-1146 Centre Road, Oakleigh South and incorporated document "*Kaufland Supermarket and complementary uses, part 1126 – 1146 Centre Road, Oakleigh South, Incorporated Document (June 2019)*" from the schedule to Clause 72.04.
- Update the explanatory report and instruction sheet to reflect the above inclusions in the amendment.
- Give notice of the amendment to Invest Victoria.

I also advise your council to note that Smart Planning have commenced the Planning Policy Framework (PPF) translation process for the Kingston Planning Scheme and that it is likely that the proposed local planning policy changes will be required to be translated into the new PPF format prior to it being submitted to the Minister for approval.

The amendment must be submitted to the Minister for approval.

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

Please note that Ministerial Direction No. 15 sets times for completing steps in the planning scheme amendment process. This includes council:

- giving notice of the amendment within 40 business days of receiving authorisation; and

**Privacy Statement**
*Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Privacy Coordinator, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002*

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- 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 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.

The changes proposed to the Local Planning Policy (LPP) must be drafted to take into consideration the Local Planning Policy Framework (LPPF) translation which will be undertaken as part of the Smart Planning program. The LPPF translation will have the effect of changing the way the local policy is ultimately presented in the planning scheme, by integrating the content into the new Municipal Planning Strategy (MPS) and the Planning Policy Framework (PPF) introduced by Amendment VC148.
Council need to ensure that changes to local policy content are consistent with the rules in Section 4 and writing instructions in Section 6 of the Practitioners Guide to Victorian Planning Schemes.

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

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

If you have any further queries in relation to this matter, please contact Robert Wilkinson, Department of Environment, Land, Water and Planning, on 8508 2318 or email robert.wilkinson@delwp.vic.gov.au.

Yours sincerely,

**Hayley Becker**
Manager, State Planning Services

**18 June 2021**



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KINGSTON PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C197king
NEPEAN HIGHWAY
NEPEAN HIGHWAY
Mentone
HO105
PATTY STREET
JOHNSTON STREET
R O W Y
LEGEND
HO - Heritage Overlay
Local Government Area
Part of Planning Scheme Map 5HO
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Planning Group
Print Date: 30/08/2021
Amendment Version: 3
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Environment, Land, Water and Planning
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# Council Meeting

**27 September 2021**

**Agenda Item No: 8.4**

# MENTONE / PARKDALE LEVEL CROSSING REMOVAL

**Contact Officer:** **Tara Bell, Place Manager**
**Claire Audley, Project Manager, Project Management Office**
**Tania Asper, Manager City Economy and Innovation**

## Purpose of Report

The purpose of this report is to update the Council on recent engagement undertaken on the Warrigal Road, Mentone and Parkers Road, Parkdale Level Crossing Removal. The report recommends providing the Minister for Transport Infrastructure and the Level Crossing Removal Project with the extensive feedback received from the local community regarding the recent crossing removal announcement.

## Disclosure of Officer / Contractor Conflict of 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. Immediately write to the Minister for Transport Infrastructure and Level Crossing Removal Project outlining the significant community concerns reflected through survey work in relation to the proposed grade separation at Warrigal Road, Mentone and Parkers Road, Parkdale.
2. Reinforce to the Minister for Transport Infrastructure and Level Crossing Removal Project:
    2.1. the disappointment that Council was not consulted prior to the Warrigal Road, Mentone and Parkers Road, Parkdale crossing removal announcements;
    2.2. the importance of conducting a robust community consultation process to inform the eventual design solutions for the Parkers Road, Parkdale and Warrigal Road, Mentone level crossing removals; and
    2.3. the importance of early engagement with Council on decision making regarding future Level Crossing Removal Projects to build an early collaborative relationship with local communities.
3. Commence a procurement process to appoint a consultant team to support Councils work in responding to the Parkdale / Mentone level crossing removal projects.
4. Seek funding assistance from the Level Crossing Removal Project to cover required Council support resources, as well an allowance to cover materials associated with trader support and placemaking initiatives within the Parkdale community.
5. Consider the scope of streetscape improvements and local area traffic management to Parkdale Shopping Centre once the design has been confirmed for the level crossing removal in Parkdale.

| | |
|---|---|
| 6. | Write to the Department of Jobs, Precincts and Regions to determine whether it can reallocate the Neighbourhood Activity Centre Renewal Fund Agreement - Improving Parkdale Shopping Village given the Level Crossing Removal announcement. |

## 1. Executive Summary

On the 29th July 2021 the Victorian Government announced that the level crossings at Warrigal Road, Mentone and Parkers Road, Parkdale will be removed by 2025. A rail over road solution has been the only solution which has been put forward at this time by the State Government.

In May 2016 Council resolved that it was "*unable to support an elevated rail line as an option to be considered in the removal of level crossing along the Frankston line, where it is within the City of Kingston municipal boundaries*". As the Victorian Government progressed with the rail over road solution in Carrum, Council resolved in March 2017 that it wished to participate in the Urban Design Advisory Panel process and community workshops for the Carrum Level Crossing Removal.

Since these decisions, Council has participated in workshops and advisory panels as well as prepared several pieces of strategic / urban design advocacy work to guide Council's advocacy position in other crossing removal projects. This has led to greater community benefits and design improvements in the completed level crossing removals at Clayton South, Carrum, Mentone and Cheltenham and those underway at Edithvale, Chelsea and Bonbeach.

As limited information was released by the Level Crossing Removal Project on the Parkdale / Mentone sites, Council undertook community engagement over a four-week period concluding in early September to seek the community's views and help inform Council's advocacy on the project.

A total of 1,150 participants took part in the survey and identified that the village feel, quite / quaint streets, trees and landscaping, walkability and the low rise, coastal feel of the area as key characteristics.

In relation to the infrastructure project:

- 84.8% (975 participants) support the removal at Warrigal Road.
- 62.4% (721 participants) support the removal at Parkers Road.
- 76.2% (876 participants) support rail under road solution.
- 11.2% (129 participants) support rail over road solution.
- 6.8% (78 participants) don't support the removal at all.

Participants strongly identified that the construction method (over or under) was the most important factor of the project. This was followed by the look and feel of the design, tree retention / planting, retention of heritage, provision of new walking and cycling paths, provision of car parking and creation of new open spaces / facilities.

The LXRP have indicated that the rail over road solution is its preferred solution to progress the crossing removal. For this reason, it is considered important that the survey work completed by Council is promptly provided to the State Government to make clear the community feedback received.

As with prior LXRP sites, it is recommended that consultants in the urban design, landscape design and transport are appointed to assist in the preparation of advocacy work. Commencing procurement promptly is necessary to align with opportunities for influence recognising the fast pace in which the LXRP have moved to implement other crossing removals.

It is also imperative that Council is adequately resourced to effectively respond to LXRP on issues associated with the technical design of the project. This includes day to day liaison, Urban Design Advisory Panels, trader liaison, coordination of placemaking activities, construction supervision and engagement of technical consultants as required. To minimise the financial implications of the project on Council resources a funding request will be made to the LXRP.

Council had no prior involvement with the LXRP regarding its announcement and has made no contribution to the preferred design solution which was announced. Council was provided the same information which was released to the community on the day of the crossing announcement and has been provided with a subsequent briefing by the LXRP on 13th September, 2021. Council has also not entered into any agreements with respect to the crossing removals at Warrigal or Parkers Road.

## 2. Background

The Level Crossing Removal Project (LXRP) has removed 11 level crossings within the City of Kingston since the project's commencement, including 10 removals on the Frankston Line (Appendix 1).

The removal solutions have varied throughout the municipality:

| Suburb | Location(s) | Solution | Status |
|---|---|---|---|
| Clayton South | Centre Road | Rail over Road | Complete |
| Carrum | Station Street<br>Eel Race Road | Rail over Road<br>Road closure | Complete |
| Cheltenham | Park Road<br>Charman Road | Rail under road<br>Rai under road | Complete |
| Mentone | Balcombe Road | Rail Under Road | Complete |
| Edithvale | Lochiel Avenue<br>Edithvale Road | Road Closure<br>Rail under Road | Under construction |
| Chelsea | Swanpool Avenue<br>Thames Promenade<br>Argyle Avenue | Road Closure<br>Rail Under Road<br>Rail under Road | Under construction |
| Bonbeach | Station Street<br>Mascot Avenue | Rail under road<br>Road closed | Under construction |

On the 29th July 2021, the Victorian Government announced that a further 10 level crossing removals will be delivered by 2025, including Warrigal Road, Mentone and Parkers Road Parkdale. A new station is also proposed for delivery at Parkdale. LXRP stated that initial engineering and technical assessments have determined that a rail over road solution is the preferred approach for these sites. The LXRP indicated that this solution will also enable '*opportunities for open space, bike paths, recreational facilities, car parking and local connections across the rail corridor*'.

To date the LXRP have not undertaken any meaningful community consultation, however at the time of preparing this report it would understood that a series of engagement sessions were scheduled between the 22nd September, 2021 and 30th September, 2021 via an online platform.

Since the announcement, the local community has become active in response, with groups such as the Save Parkdale group voicing their strong opposition to the elevated rail solution. Social media accounts have also been established including 'We Want a PARKdale' have voiced their support for the opportunities an elevated rail can achieve.

On the 13th September 2021, the LXRP team broadly briefed the Council on the Mentone / Parkdale sites. Given the broad nature of the briefing Council continue to seek more substantive responses from the LXRP on a range of questions that have arisen following community feedback.

**Prior Resolutions of Council**

Council has previously voiced its opposition to elevated rail within the municipality and on the 23rd May 2016, Council resolved:

> *That Council write to The Hon Jacinta Allen, Victorian Minister for Public Transport advising her that as a result of an extraordinary level of public disquiet and concern, together with an untimely and unsatisfactory response to earlier Council requests for action and information, we are unable to support an elevated rail line as an option to be considered in the removal of level crossings along the Frankston line, where it is within the City of Kingston municipal boundaries.*
>
> *The City of Kingston will continue to work cooperatively with the LXRA in determining which of the remaining options should be selected in order to fulfil the Andrews Government election commitments in relation to level crossing removal.*

Council further considered its position on the Frankston Line level crossing removal projects at Council meetings on the 19th September 2016 and 28th November 2016. On the 27th March 2017, Council resolved to participate in urban design workshops for the elevated rail project at Carrum and to commence urban design work at the remaining level crossing removal sites. More specifically, it was resolved that Council:

1. *Note the announcements of the design outcomes for all of the grade separations along the Frankston Line within Kingston and note the discussion report (Appendix Two) provided in response to Notice of Motion 54/2016.*
2. *Commence a review of the Cheltenham Structure Plan, and preparation of a Framework Plan for Mentone Station to be informed by the design solutions for Cheltenham and Mentone as announced by the Level Crossing Removal Authority.*
3. ***I****nform the Level Crossing Removal Authority that Council now wishes to be a participant in the process established with the Urban Design Advisory Panel and Victorian Government Architect to look at issues of design of the grade separations along the Frankston line following the recent determinations on the separations within the City of Kingston.*
4. *Advises the Level Crossing Removal Authority that Council seeks to participate in the community workshops held for the Carrum Level Crossing Removal.*

5. *Receive a further update once a decision has been made by the Minister for Planning on the need for an environmental approvals process for the level crossing removals proposed at Edithvale and Bonbeach.*
6. *Subject to the Minister for Planning's decision in relation to the need for an environmental approvals process, seek appropriate assistance to commence an appropriate urban design exercise to influence the grade separations at Edithvale and Bonbeach.*
7. *Welcomes the decision to remove the level crossings at Cheltenham, Mentone Edithvale and Bonbeach with rail under road solutions.*
8. *Write to the LXRA requesting the following information:*
   - *Detailed findings if any on how McLeod Road rail under road crossings cannot be achieved. These findings would include CAD models, calculations and the original survey.*
   - *What is the steepest 'as constructed' gradient for the Ormond crossing.*

Since this date, the elevated rail solutions in Clayton South and Carrum have been delivered including the provision of new open spaces, bicycle connections and recreational facilities. Works at Cheltenham and Mentone are complete. Works are also well advanced at Edithvale, Chelsea and Bonbeach.

**Strategic / Design Advocacy**

Council have previously taken a proactive approach to design advocacy for Victorian Government major projects to voice clear objectives and priorities that are in the best interest of our community. The adopted documents have resulted in notable design changes that have improved outcomes that may have not otherwise been achieved, notably:

| Document | Key Outcomes |
|---|---|
| CD9 Open Space Priorities (201& | Delivery of landscaped opens space, recreational facilities, and enclosed dog park |
| Cheltenham Structure Plan review (2017) | Improved connectivity between the activity centre and Cheltenham Park and delivery of new open space within the activity centre. |
| Mentone Station and Gardens Urban Design Framework (2017) | Delivery of new open space over the rail, improvements to the heritage gardens and future activation of the open space within the heritage buildings |
| Priority Project Outcomes Edithvale Chelsea Bonbeach (2018) | Delivery of the pedestrian bridge in Chelsea, connecting the split sides of the centre via an architecturally significant bridge. |
| Mordialloc Bypass Priority Project Outcomes (2018) | Establishment of Urban Design advisory panel and greater influence over a range of design solutions and connections to the Freeway. |

## 3. Discussion

### 3.1 Council Plan Alignment

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

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

The level crossing removal project will improve connectivity for all modes supporting more frequent rail services, removing congestion and delivery of active transport infrastructure. The nature of the level crossing removal solutions will substantially impact the urban landscape and thus require careful consideration in their design and delivery.

### 3.2 Consultation/Internal Review

Following the announcement by the Level Crossing Removal Project, consultation was undertaken by Council for a period of four weeks through a 'Your Kingston Your Say' online survey, closing on the 7 September 2021. As there is limited information provided by the LXRP to date, the consultation was to help inform our advocacy to the Victorian Government on behalf of our community.

Property owners and occupiers were notified in both Mentone and Parkdale by mail and promoted via Kingston City Council's social media pages. The 'Your Kingston Your Say' site had substantial visitors with 1,150 participants engaging in the survey. Council also received several email submissions.

A summary of the survey results (Appendix 2) indicate that:

- 84.8% (975) of the participants support the removal of the Level Crossing at Warrigal Road.
- 62.7% (721) of the participants support the removal of the Level Crossing at Parkers Road.
-

When asked which option is preferred in removing the level crossings:

- 76.2% (876) of the participants support rail under road (similar to Cheltenham and Mentone).
- 11.2% (129) of the participants support rail over road (similar to Carrum and Centre Road, Clayton South).
- 6.8% (78) of the participants do not support the removal of the crossings at all.

The most important factors to consider in this project were ranked in order of need by the community (1 being the highest):

1. Construction method (i.e. rail over/under road).
2. Finished look, feel and design of the rail line and new station works.
3. Retention of trees and the provision of more tree planting.
4. Retention of the station building at Parkdale.
5. New pedestrian and bicycle paths.
6. Carparking for the shopping area and station.
7. Creation of more useable open space and facilities (e.g. half-court basketball court play equipment, outdoor seating area etc.).

For the vast majority of survey participants, that supported a 'Rail under Road' solution the most important factor was the construction method. For those that support 'Rail over Road', the most important factor was the creation of more useable open space and facilities.

When describing the character of the area and what important features should be retained or enhanced as part of the project, the key items were:

- Village feel / atmosphere.
- Quaint, quiet and tree lined streets.
- Established, local shopping strip.
- Charming, walkable and accessible area.
- No high rise and coastal feel.

### 3.3 Operation and Strategic Issues

3.3.1 Prior position of the council in relation to elevated rail

Council's position from 26th May 2016 does not support elevated rail as a design option within the City of Kingston.

The LXRP have continued to indicate that its preferred design solution for Parkdale / Mentone will be a continuous rail over road solution which is contrary to the majority of community feedback Council has received. It is hoped that by providing the feedback received to the Minister for Transport Infrastructure and LXRP an enhanced community engagement process will be commenced.

Following further engagement pending the decision of the State Government, Council will need to consider how it best influences the community outcomes sought through the crossing removals.

3.3.2 Letter to the Minister

Recognising that the LXRP have undertaken no meaningful consultation at this time and the very significant level of community concern regarding the proposed crossing solution, it is believed critical that Council immediately share the feedback received through the Council survey with the Minister for Transport Infrastructure and the LXRP. A letter has been drafted which provides a very clear summary of the community engagement and a clear request for genuine community engagement by the LXRP.

3.3.3 Engagement of Consultants to prepare design advocacy document

As noted at section 2 of this report, Council has previously taken a proactive approach in clearly articulating its aspirations for major projects through the development of design advocacy work once design solutions are resolved. Such work has been relied upon to collaborate with the State Government agencies delivering the project to support design changes and ensure that the views of our community are considered.

In this instance, advocacy works would advocate for:

- Set expectations for sustainable design and construction, aligned with Councils Climate and Ecological Emergency Response Plan.
- Detailed consideration of the local context of the Parkdale / Mentone Precinct including character, heritage, proposed levels of change, community needs, capital investments under consideration and other strategic direction.
- Consideration of mitigation impacts associated with the selected design including considerations of relating to high quality architectural outcomes, substantial landscaping, and design detail.

- Seeking a whole of centre approach to maximise placemaking opportunities, particularly within the Parkdale Neighbourhood Activity Centre, rather than limiting consideration and improvement works to solely within the rail corridor (eg. streetscape improvements).
- Identifying open space functions, priorities and expectations.
- Outlining expectations for the retention and reuse of heritage buildings that will be impacted by the works.
- Express expectations for design excellence in both architectural and landscape design.
- Highlight connectivity opportunities within the precinct and to other key destinations and shared user paths that could be unlocked by the project.
- Examine the needs for infrastructure, such as car parking, with the delivery of other infrastructure to support the community.

The initial engagement already completed by Council provides very useful insights into the communities aspirations and connection to the area.

Recognising the timing constraints imposed by the LXRP's process, it is suggested that Council progress to appoint a consultant team including the Urban Design, Landscape Design and Transport disciplines, to prepare the advocacy work.

3.3.4 Request for resourcing support from the LXRP

Council is expected to perform a range of required technical advisory activities to enable the construction of the Level Crossing Removal Projects within the municipality. The scale of these projects is substantial and has significant community impacts to the activity centres during construction.

In 2018, the Level Crossing Removal Project agreed to provide funding assistance towards Council resources, as well as financial support for place making, marketing and promotional activities. This existing agreement is to cover work for Carrum, Cheltenham, Mentone, Edithvale, Bonbeach and Chelsea until the end of the 2021/22 Financial Year.

It is recommended that an additional funding agreement is sought from the LXRP to continue with our support for the two new level crossing sites in Parkdale from 2022/23 to 2025/26 Financial Year. A list of the key activities involving Council resources includes:

- Providing a day-to-day liaison point for communication between the two organisations and coordinating internal resources to ensure timely response to LXRP.
- Participation in the Urban Design Advisory Panel for the project.
- Construction supervision of assets that will be transferred to Council including pre-condition assessments on affected Council assets, defects resolution and negotiation of asset handover.
- Liaison with impacted traders and coordination of trader support activities.
- Specialist Urban Design, Traffic, Property and other expert advice.

Additionally, it is recommended that a further amount is sought for trader marketing support activities and placemaking.

3.3.5 Parkdale Streetscape works

In April 2021, a tender process was undertaken for streetscape enhancements along the shopping strip including paving upgrades, tree and landscaping plantings, the incorporation of seating and social nodes and provision for footpath trading. The proposed work schedule also included traffic safety and accessibility improvements which prioritised safer pedestrian movements including raised crossings near the busy roundabout and train station entry. Grant funding ($100,000) under the Neighbourhood Activity Centre Renewal Fund Project was secured to contribute to the overall budget.

Only one tender application was received; and the quote for the identified works exceeded Council's cost estimate and budget allocation by a large margin. Following the unsuccessful tender process, the project was scheduled to be reviewed and re-tendered in early 2022 with construction to commence in Autumn/Winter 2022. However, before the project scope could be reviewed, the level crossing removal in Parkdale was announced.

It therefore makes sense to reconsider the proposed streetscape works once the design has been confirmed for the level crossing removal works. The timing of the streetscape improvement works would therefore likely occur in 2024/25. This means that the works would not meet the deadline requirement of 31 December 2022 under the Neighbourhood Activity Centre Renewal Fund Project Grant Agreement. The report recommends writing to the advise the State Department of Jobs, Precincts and Regions to explore whether the funds could be reallocated to an alternative project.

## 4. Conclusion

### 4.1 Environmental Implications

The level crossing removals will improve opportunities for active and public transport usage, while also reducing congestion at the boom gates.

### 4.2 Social Implications

Delivery of level crossing removals creates periods of intense disruption to the community and businesses. Project designs can shape the physical landscape and impact the character of and area.

### 4.3 Resource Implications

To enable support for the community, businesses, effective participation in the various phases of the project and preparation of design advocacy material, further staff, consultant and financial resources will be required. As such, a funding agreement should be sought with the LXRP.

### 4.4 Legal / Risk Implications

Not having effective representation throughout the life of the project creates risks in relation to – poor design outcomes, ineffective support for community and businesses, impacts on infrastructure standards / quality, property implications.

## Appendices

Appendix 1 - Level Crossing Removal Sites Map (Ref 21/225357)

Appendix 2 - Parkdale Level Crossing Removal - Consultation Summary - September 2021 (Ref 21/223945)

Appendix 3 - Letter to Jacinta Allan MP, Minister for Transport Infrastructure - Suburban Rail Loop - Advocacy (Ref 21/226365)

| | |
|---|---|
| Author/s: | Tara Bell, Place Manager |
| | Claire Audley, Project Manager, Project Management Office |
| | Tania Asper, Manager City Economy and Innovation |
| Reviewed and Approved By: | Rita Astill, A/Manager City Strategy |
| | Jonathan Guttmann, General Manager Planning and Development |

# 8.4

# MENTONE / PARKDALE LEVEL CROSSING REMOVAL


**1 Level Crossing Removal Sites Map ..... 135**

**2 Parkdale Level Crossing Removal - Consultation Summary - September 2021 ..... 137**

**3 Letter to Jacinta Allan MP, Minister for Transport Infrastructure - Suburban Rail Loop - Advocacy ..... 151**


LEVEL CROSSING REMOVALS AND NEW STATIONS
New site
Delivered
In planning or construction
Level crossing free by 2025
CBD
Kew
Port Melbourne
Camberwell
St Kilda
Neerim Road
Glen Huntly Road
Glenhuntly Station
North Road
Ormond Station
McKinnon Road
McKinnon Station
Brighton
Centre Road
Bentleigh Station
Knoxfield
Upwey
Springvale
Southland Station
Park Road
Cheltenham Station
Cheltenham
Charman Road
Mentone Station
Balcombe Road
Mentone
New Parkdale Station
Warrigal Road, Mentone
Mordialloc
Parkers Road, Parkdale
Edithvale Station
Swanpool Avenue
Edithvale Road
Chelsea Road
Argyle Avenue
Chelsea Station
Bonbeach Station
Station Street/Bondi Road
Mascot Avenue
Carrum Station
Station Street
Eel Race Road
Seaford Road
Skye/Overton Road
Frankston Station
Frankston
Langwarrin
Beaconsfield

# Consultation Summary

## Mentone & Parkdale LXRP

9 September 2021

community inspired leadership

City of KINGSTON

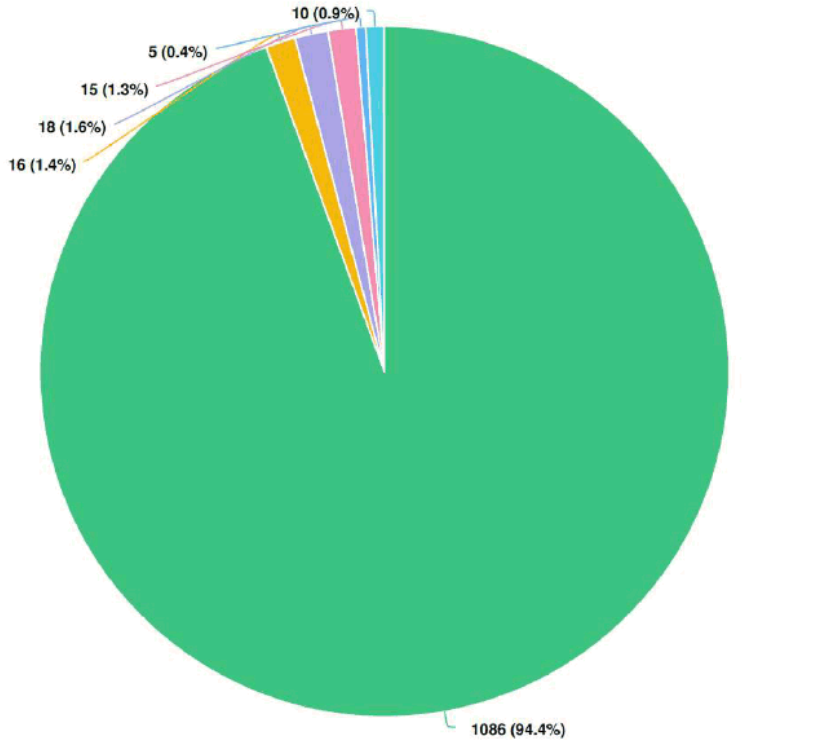
# Feedback Summary




- 2005 page visits
- 1150 surveys completed
- 833 new users registered

community inspired leadership

# What is your connection to the area?



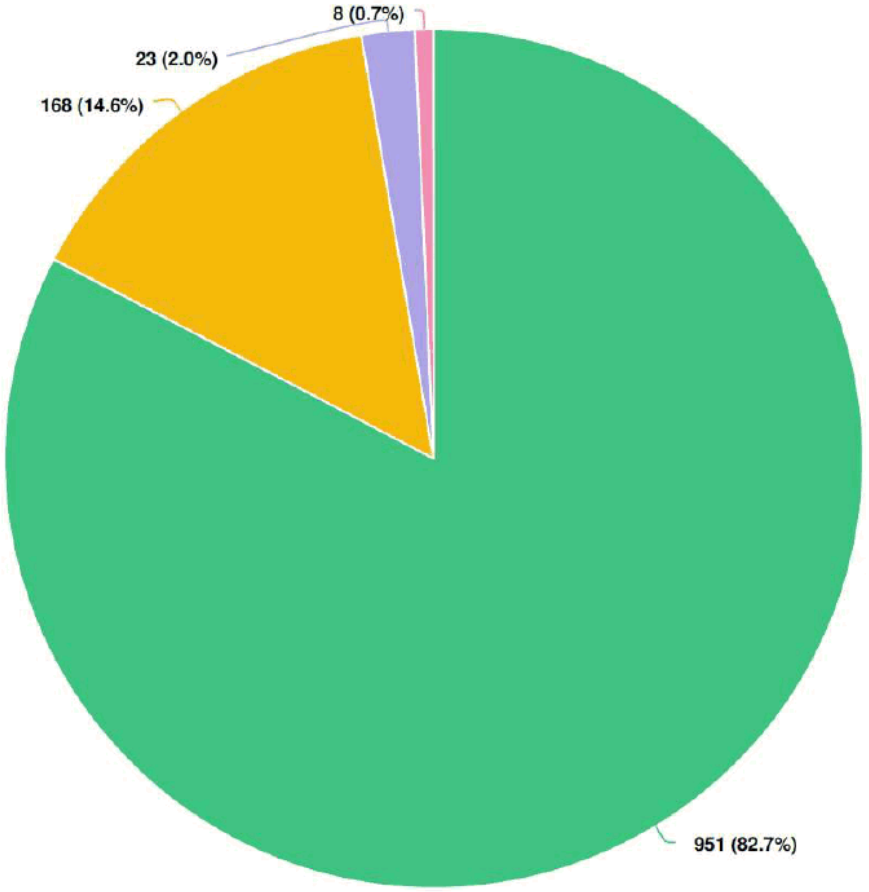

**94.4% Residents**

community inspired leadership

# How often do you cross the Level Crossing at Warrigal Rd, Mentone and/or Parkers Rd, Parkdale:

(it could be via car, walking, cycling or public transport etc)

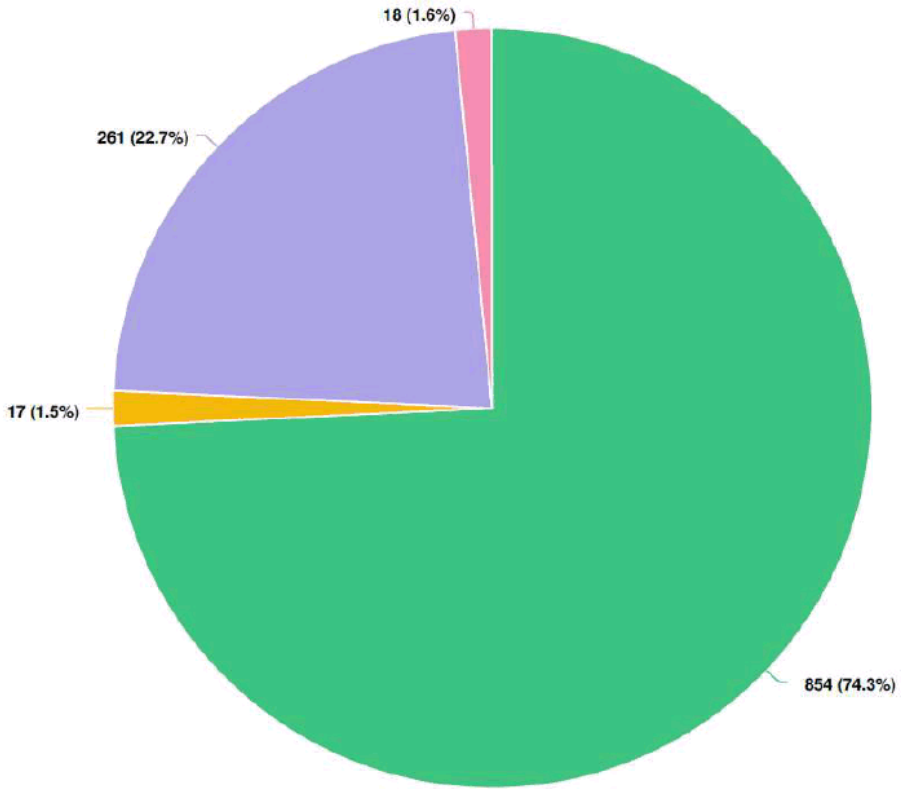
City of KINGSTON




82.7% Daily

community inspired leadership

# What is your most common method of transport when doing so?

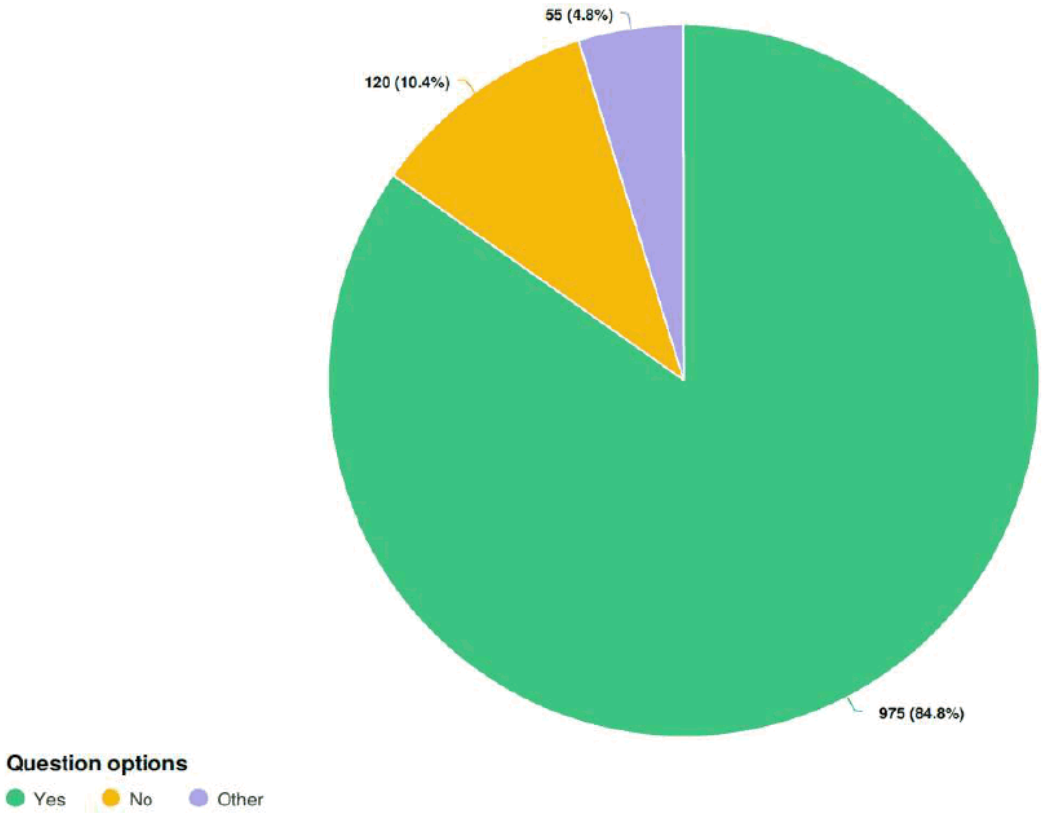



74.3% by car

22.7% Walking

community inspired leadership

# Would you like to see the Level Crossing removed at Warrigal Road?

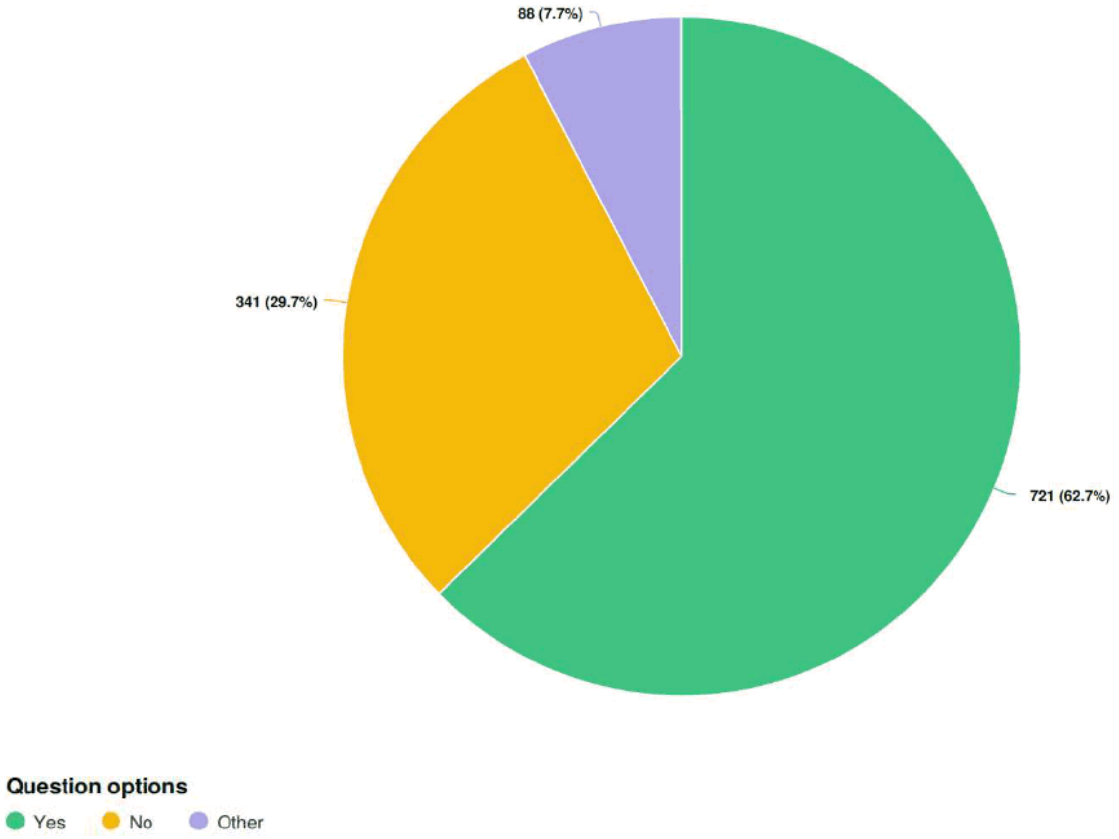



84.8% - Yes

10.4% - No

community inspired leadership

# Would you like to see the Level Crossing removed at Parkers Road?

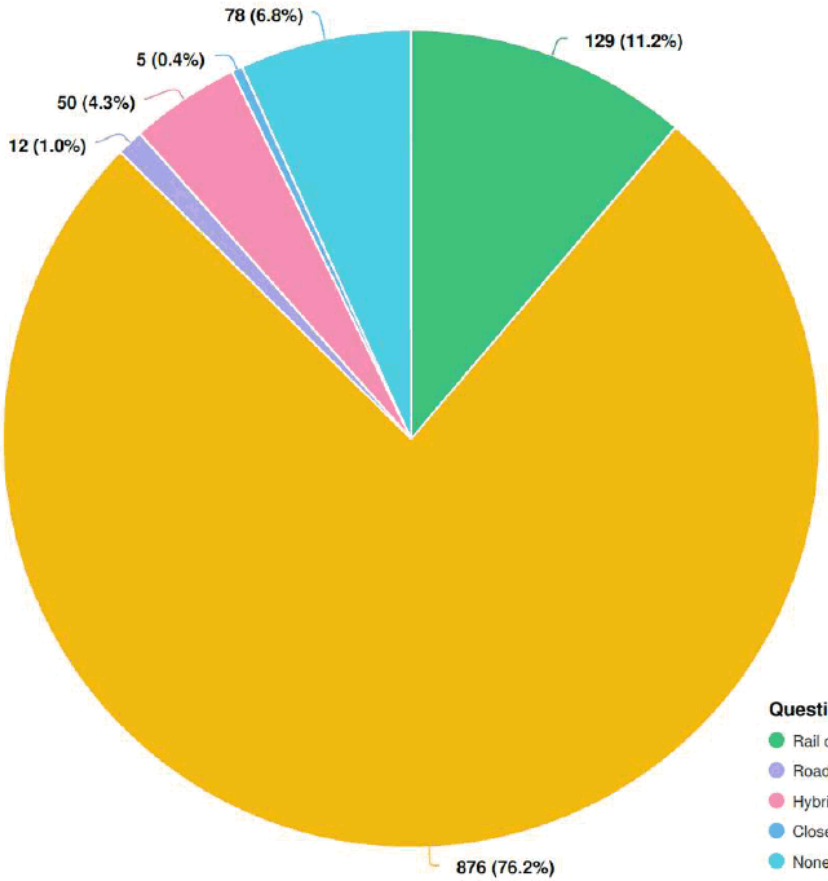



62.7% - Yes

29.7% - No

community inspired leadership

# Which option is your preference for removing the level crossings at Warrigal Road and Parkers Road?




76.2% - Rail under road

11.2% - Rail over road

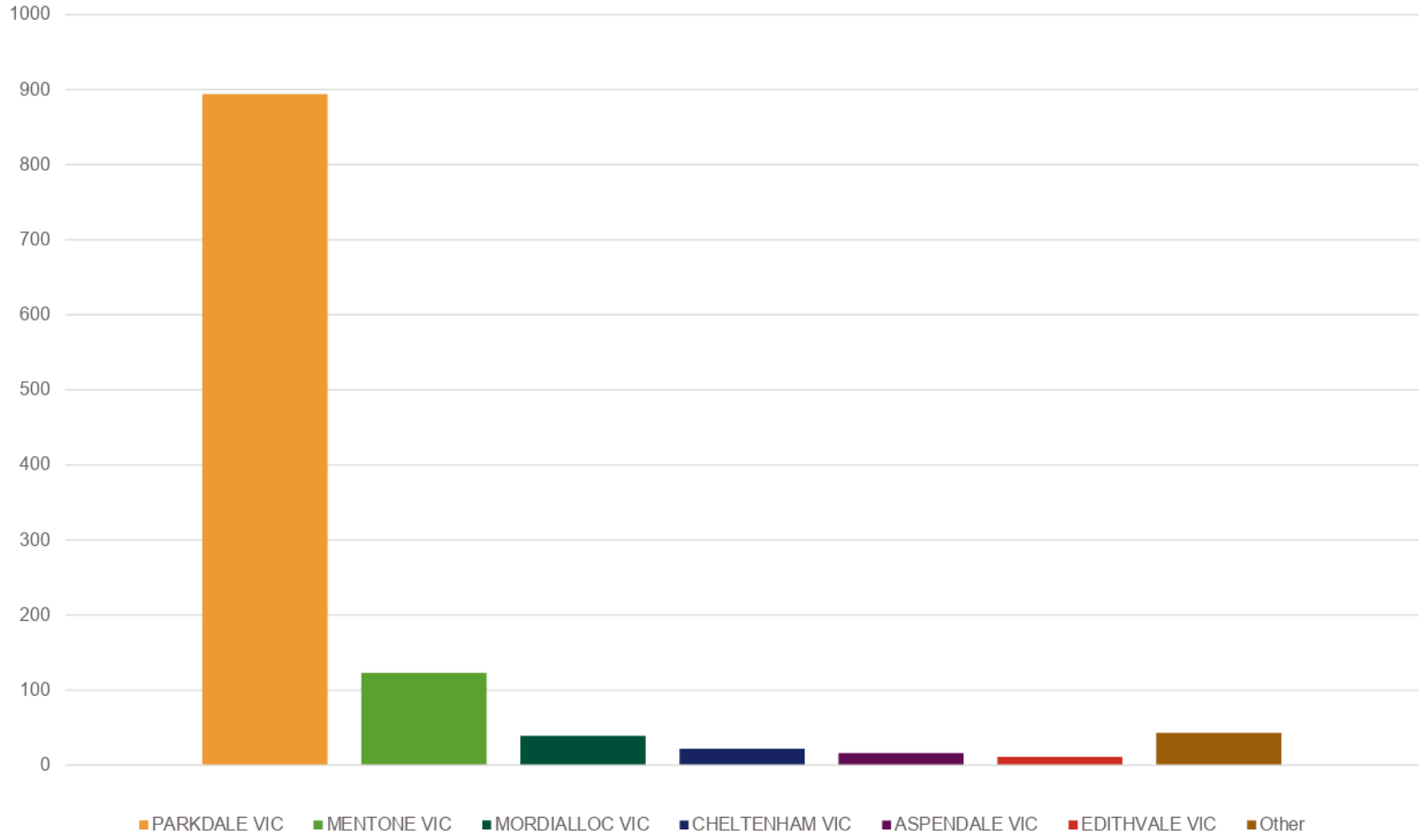
6.8% - None (Do not support)

**Question options**

- Rail over road (similar to Carrum, Centre Road Clayton South)
- Rail under road (similar to Cheltenham, Mentone)
- Road over rail (similar to Dane Rd Moorabbin, Westall Road Clayton South)
- Hybrid - sunken rail/road over (similar to what is being built at Edithvale, Chelsea, Bonbeach)
- Closed road access at the crossing (similar to Lochiel Ave Edithvale, Swanpool Ave Chelsea, Mascot Ave and Eel Race Rd Carrum)
- None of the above - do not support removal of the crossings

community inspired leadership

# Respondents by Suburb:



# Rank which are the most important factors to consider in this project:

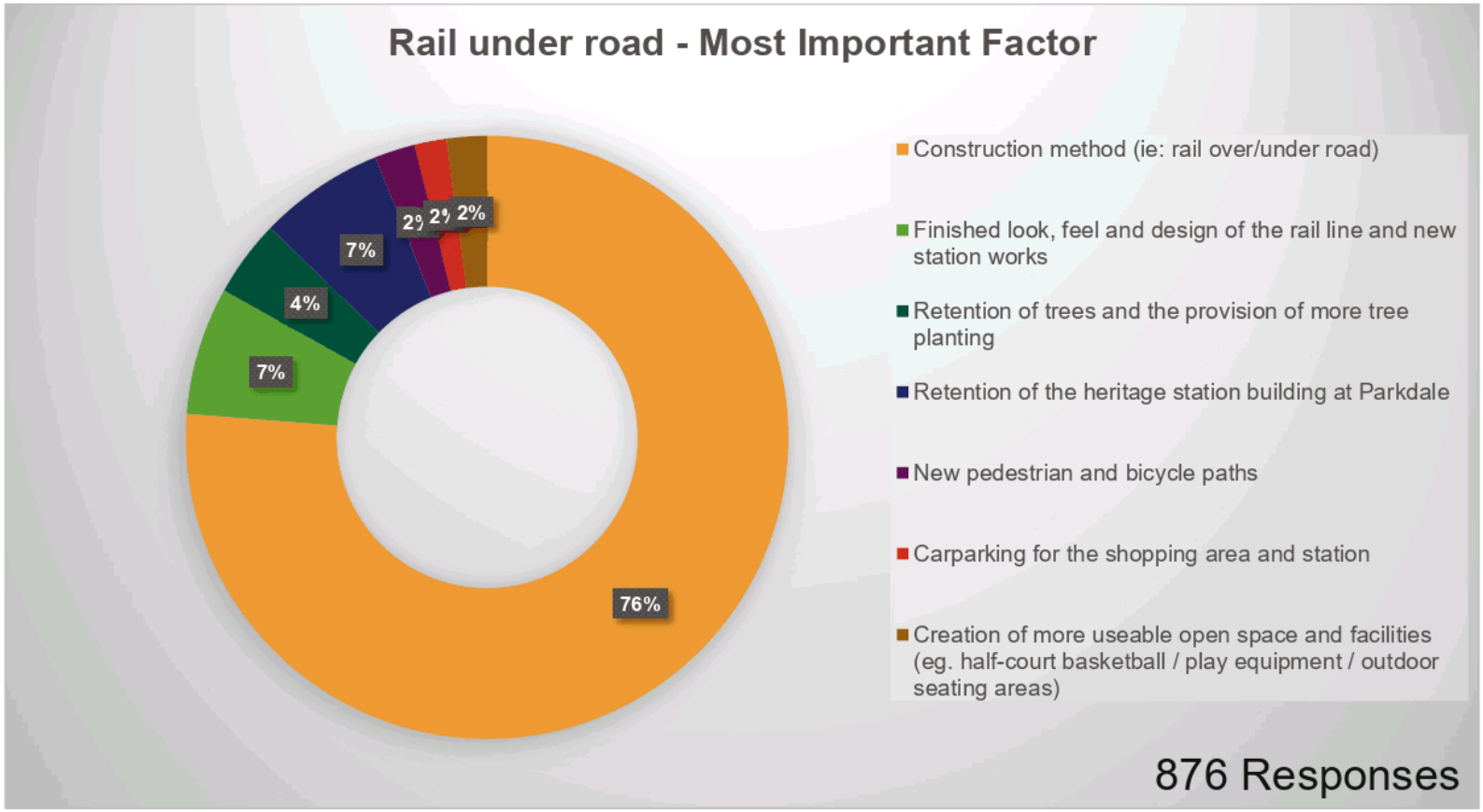
## most important (1) to least important (7).

City of KINGSTON

| OPTIONS AVERAGE RANKING | # |
|---|---|
| Construction method (ie: rail over/under road) | 2.06 |
| Finished look, feel and design of the rail line and new station works | 3.36 |
| Retention of trees and the provision of more tree planting | 3.5 |
| Retention of the heritage station building at Parkdale | 4.29 |
| New pedestrian and bicycle paths | 4.7 |
| Carparking for the shopping area and station | 4.92 |
| Creation of more useable open space and facilities (eg. half-court basketball / play equipment / outdoor seating areas) | 5.16 |

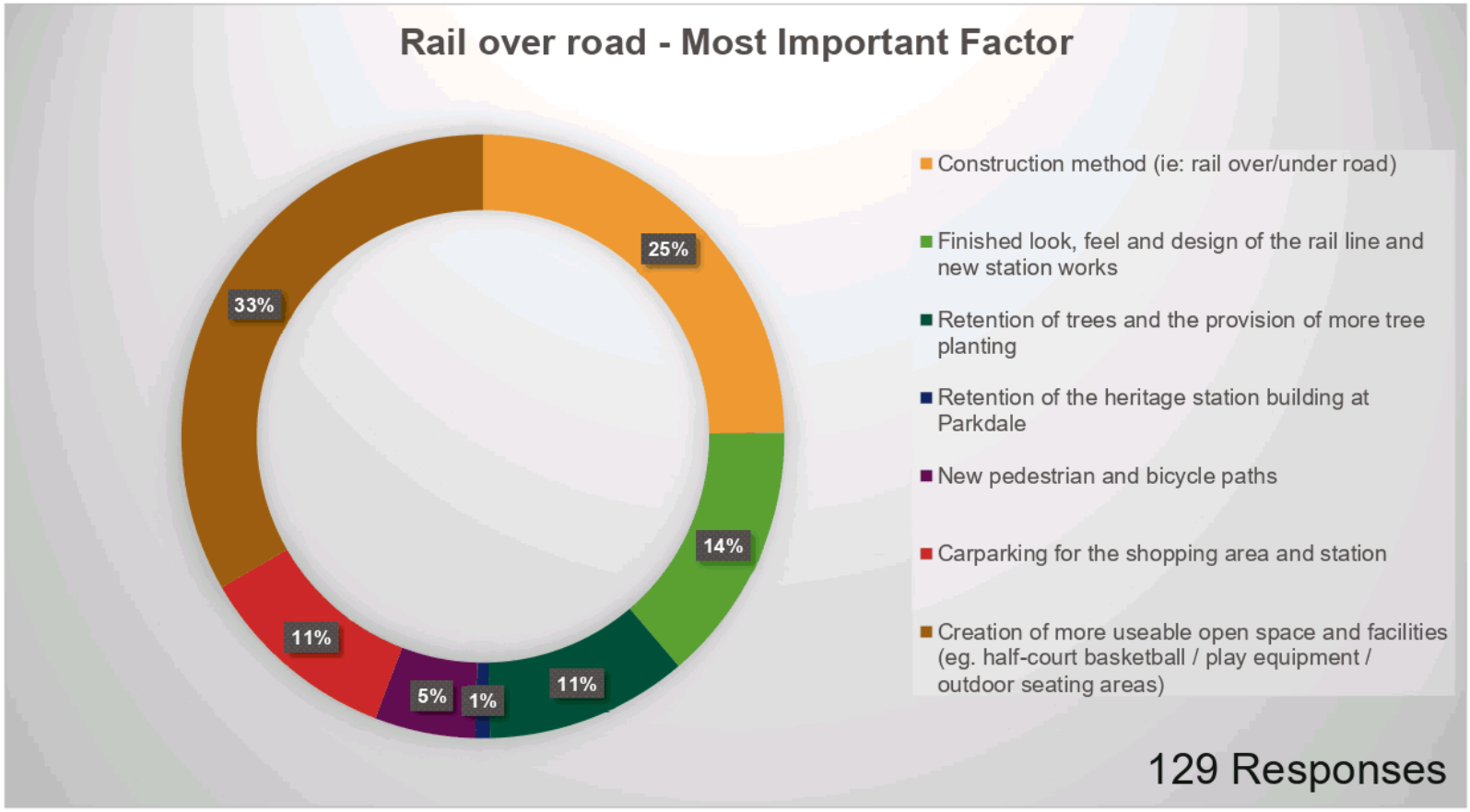
# Those who support ‘Rail under road’

## Most important factor.



# Those who support ‘Rail over road’

## Most important factor.



# Q. How would you describe the character of the area and what important features should be retained or enhanced as part of the project?

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TO BE INSERT

The Hon Jacinta Allan MP
Minister for Transport Infrastructure
Level 20, 1 Spring Street
MELBOURNE VIC 3000

City of KINGSTON

Email: jacinta.allan@parliament.vic.gov.au

Dear Minister

**Re: Level Crossing Removal Project – Community Survey**

I write to firstly acknowledge and recognise your Governments ongoing commitment to the delivery of a significant number strategic transport infrastructure projects within our municipality and the benefit these projects have and will deliver for our local community.

The recent announcement of the planned level crossing removals at Warrigal Road, Mentone and Parkers Road, Parkdale has been the subject of very significant early community interest and engagement. Given this level of interest Council instigated a survey to better understand the views expressed within the local community.

Our Council has considered the feedback received from the community at its Ordinary Council Meeting on the 27th September, 2021, and resolved as follows:

INSERT RESOLUTION

The community survey which ran for four weeks closing on the 7th September, 2021 was amongst the most popular surveys ever conducted by Council, reinforcing the extent of interest in the crossing removal project. A summary of the survey is provided below:

- 1150 completed the survey with 833 new participants registering on Councils Your Kingston Your Say platform to participate in the survey. Nearly 900 of the respondents were from the suburb of Parkdale.
- 1086 (94.4%) of the participants were residents.
- 951 (82.7%) stated they used one or the other crossing daily predominantly as a car driver 854 (74.3%).
- 975 (84.8%) of participants were supportive of the crossing removal at Warrigal Road, whilst 721 (62.7%) were supportive of the crossing removal at Parkers Road.
- 876 (76.2%) supported a Rail under road solution (similar to Cheltenham and Mentone), with 129 (11.2%) supporting a Rail over road solution (similar to Carrum) and the next highest being 78 (6.8%) not supporting any of the above solutions.
- The survey participants were asked to rank a range of factors from most important to least important and the results are as follows (1) being most and (7) being least:
    1. Construction Method
    2. Finished look, feel and design of the rail line and new station works
    3. Retention of trees and the provision of more tree planting
    4. Retention of the heritage station building at Parkdale
    5. New pedestrian and bicycle paths
    6. Carparking for the shopping area and station
    7. Creation of more useful open space and facilities (eg. half-court basketball / play equipment / outdoor seating areas).

DRAFT



kingston.vic.gov.au
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 cityofkingston kingstoncc

I have attached copies of the extensive amount of survey material received which includes the verbatim comments as well as a summary which has been prepared of the overall results.

Given the significant amount of feedback received from the local community, we would strongly encourage further and meaningful engagement with the Mentone and Parkdale community which focusses on clearly discussing the different design options available for the crossing removals.

I would welcome the opportunity of further discussing the community feedback myself and fellow Councillors have received with you, given the significant community interest regarding this matter.

Yours sincerely

**Cr Steve Staikos**
MAYOR

cc: Mr. Tim Richardson – Member for Mordialloc
CEO – Level Crossing Removal Project

# 9. Community Sustainability Reports

# Council Meeting

**27 September 2021**

**Agenda Item No: 9.1**

# NORTH CHELTENHAM PRESCHOOL REDEVELOPMENT

**Contact Officer:** **Juli Stickler, Senior Facilities Development and Planning Coordinator**

**Donna Feore, Team Leader Children's Services Partnerships**

## Purpose of Report

To inform Council of the proposed redevelopment of the North Cheltenham Preschool at 71 Argus Street, Cheltenham and receive endorsement of the necessary steps to progress this project.

## Disclosure of Officer / Contractor Conflict of 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 budget implications for redevelopment of 71 Argus Street, as previously detailed within the Draft Capital Works plan.
2. Authorise officers to submit relevant grant funding submissions for State government early year's infrastructure funding to support delivery of the project.
3. Authorise officers to continue to progress the North Cheltenham Preschool redevelopment, including:
   - i. Confirmation of concept plan,
   - ii. Informing the community,
   - iii. Detailed design development,
   - iv. Obtaining relevant statutory approvals,
   - v. Developing future leasing arrangements for the redeveloped facility,
   - vi. Undertaking a public tender process and reporting to Council of the outcome of the tender process once complete.

## 1. Executive Summary

North Cheltenham Preschool has been identified as a site of strategic importance in the municipal-wide response to the increasing demand on early years' service provision, with an increasing requirement for sessional kindergarten places in response to rapid population growth and changing government policy.

Facility redevelopment at 71 Argus Street is proposed to increase capacity at this centre (from 30 to 66 licensed kindergarten places), contributing to the suite of Council-owned early years facilities in and around this identified growth area.

With preliminary investigations confirming site suitability and noting the age and condition of the existing building, progression of redevelopment within the short-term would provide a timely and cost-effective response to the need for increased infrastructure. Following Council endorsement of design development and in anticipation of a successful State Government funding allocation, officers propose that delivery of a fully redeveloped site is possible early 2023.

## 2. Background

The capacity of existing Council infrastructure to respond to the forecast growth demand on sessional kindergarten places has been the subject of prior strategic reports to Council, including *Funded three-year-old kindergarten and implications for grant income and capital projects (9 March 2021)* and *Highett Hub – proposed community consultation (24 May 2021)*

Demand for early years facilities throughout the municipality and most urgently in Karkarook, Wattle, Chicquita and Caruana wards, is influenced by two key issues:

i. State government implementation of funded three-year-old kindergarten, commencing in 2022 for full delivery by 2029.
ii. Population growth, with pressure points identified along the Cheltenham/Moorabbin transport corridor.

The ability of existing facilities to support delivery of two years of funded sessional kindergarten will be inadequate in the identified areas without further investment and growth of infrastructure.

Other areas of the municipality have seen significant targeted investment over the previous decade in response to early years service demand, with a number of notable developments such as Carrum, Edithvale & Parkdale Family & Children's Centres, Westall Hub, and redevelopment of other stand-alone sites, such as Acacia Ave Preschool and Chelsea Kindergarten.

Kingston has a proven history of redeveloping and enhancing existing sites, future-proofing delivery of early years for years to come. North Cheltenham Preschool is one of 21 sessional kindergarten services provided within either Council owned or controlled facilities. Over recent times, 17 of these facilities have seen significant renewal and redevelopment investment, resulting in significantly improved amenity and increased capacity, with subsequently high levels of community satisfaction. This is evidenced by an average of 97% of Kingston families being offered a place at their kindergarten of choice.

North Cheltenham Preschool, Argus Street, has been identified as a site of strategic priority, urgently requiring redevelopment to address the forecast undersupply of early years infrastructure in this population catchment. The Argus St site is important in the suite of early years development throughout the Northern suburbs of the municipality and should be considered within the context of other proposed developments such as the Highett Hub and Farm Road kindergarten expansion.

The existing preschool building is a traditional single-room kindergarten, constructed in the 1960s. Although in reasonably condition given the age of the building, it has a limited lifespan and inadequate capacity to respond to forecast enrolment demands. Preliminary site investigation and development of a building concept plan has confirmed the Argus Street site has capacity to hold a two-room kindergarten building, more than doubling the current level of enrolments.

## 3. Discussion

### 3.1 Council Plan Alignment

Goal 3 - Our connected, inclusive, healthy and learning community
Direction 3.3 - Enhance the wellbeing and participation of families and children

Responding to the need for service specific infrastructure growth is aligned with a number of strategic plans, including the Family and Children's Strategy (2020-24), which identifies an objective to respond to changing community need and government policy direction. The role of local government in the delivery of sessional kindergarten services includes the planning and coordination of services and the provision of early years infrastructure sufficient to meet identified community demand.

### 3.2 Consultation/Internal Review

Identification of the requirement for facility capacity growth occurs in partnership with the following internal teams:

- Family Youth and Children's Services
- Social Development
- Community Buildings

North Cheltenham Preschool sessional kindergarten sessions are currently delivered by a third-party Early Years Manager (TRY Children's Services) who have had the opportunity to review the concept plan. As design progresses, there will be further stakeholder engagement to inform detailed design, with the broader community to be informed of the development through usual consultation channels.

### 3.3 Operation and Strategic Issues

3.3.1 Implementation of funding for three-year-old kindergarten

Within the 2019/20 State Budget announcements, $881.6 Million was committed to the delivery of funded three-year-old kindergarten within the ensuing 5 years. This budget includes grant funding available to support the expansion of early childhood infrastructure to meet the increased hours and anticipated demand for sessional kindergarten.

From 2022 three-year old kindergarten, previously unfunded, will be funded for a minimum of 5 hours/week, increasing to the provision of 15 hours by 2029.

By 2041, there is a forecast increase of 529 three and four-year-old children across Kingston. Current enrolment patterns evidence that 60% of families elect to participate in sessional kindergarten. This data guides the planning assumption that approximately 300 additional licensed sessional kindergarten places will be required to meet demand.

3.3.2 Deteriorating building condition

The existing North Cheltenham Preschool building is approximately 50 years old. Although subject to regular scheduled and reactive maintenance activity, this is an ageing asset with a limited lifespan. In keeping with standard asset management practice, investment in ageing assets lessens as the building ages. Significant investment will be required in the foreseeable future to support ongoing use of this building.

Noting the existing age, condition and layout of the facility, combined with the sector demand for increased kindergarten provision, whole of site redevelopment is deemed a more effective investment choice. Full redevelopment will support both increased capacity and development of a more contemporary facility, with associated flexibility of programming.

3.3.3 Prioritisation of Infrastructure Development

North Cheltenham has been identified as an important site for development based on the intensity of population growth in this area and the relatively minor level of investment required to support development.

Prioritisation of this site was noted within the Draft Capital Works Budget and should be considered within the context of all other Early Years priorities, as noted within the *Funded three-year-old kindergarten and implications for grant income and capital projects* report.

3.3.4 Whole of site development, 71-73 Argus Street

North Cheltenham Preschool is situated on 71 Argus Street, which is part of a larger Council owned parcel of land incorporating 73 Argus Street. 73 Argus Street includes 2 buildings leased to Scouts Victoria, with additional ancillary buildings (small storage sheds) and temporary fencing beyond the leased area. The remainder of the site includes a number of mature trees and a gravel car park. 71-73 Argus Street is immediately adjacent Le Page Primary School, within the broader Le Page Park.

Le Page Park is the subject of a Master Plan (Draft). This plan is focussed on renewing and further activating the existing park sport and recreational amenities. There is no conflict evident between the proposed redevelopment of 71 Argus Street and the Le Page Master Plan.

73 Argus Street is the subject of several site development requests made by Scouts Victoria, including provision of a storage shed and a secure fenced storage area adjacent to the Preschool redevelopment. Council endorsed a budget allocation of $276,735 to fund these works in a two-phased approach *(*Refer to *Response to Council Resolution – Request for additional works – 7th Cheltenham Scouts, 26 July 2021)*. A staged approach will support progression of the preschool redevelopment, with the storage shed to be installed subsequent to completion of the construction works.

A Traffic & Parking impact survey has been undertaken to understand the impact of increased capacity at North Cheltenham Preschool. Minor works are recommended to formalise 6-car capacity at adjacent 73 Argus St. This area is beyond the existing Scouts Victoria leased space, with improvements adding value to the general amenity for both the Preschool and Scouts.

3.3.5 Relocation of services during construction

Temporary relocation of kindergarten operations will need to be determined in consultation with the Early Years Manager. Use of the adjacent Scout Hall is an option that should be fully explored, noting the range of facility upgrades that will

be completed prior to commencement of preschool works, supporting increased utilisation of a renewed asset for whole of community benefit. The proximity to redeveloped facilities supports minimal disruption to enrolled children and their families, with potential to continue accessing the existing outdoor play space during the period of works.

3.3.6 Proposed program of works

| **Table 1: Indicative Program of Works** | |
|---|---|
| Concept endorsed | September 2021 |
| Planning Permit Application Submitted | October 2021 |
| Design Development commences | October 2021 |
| Tenders sought | March 2022 |
| Tender awarded | May 2022 |
| Commencement of construction | June 2022 |
| Completion of construction | March 2023 |

As the outcome of the State Government grant is known and design development continues, this program will be further defined.

### 3.4 Options

3.4.1 Proceed with redevelopment of 71 Argus St site – **Officer Recommended**
The existing North Cheltenham Preschool building is ageing and in order to continue providing the expected level of community services, will require significant investment at some point in the near future. Given the anticipated pressure on sessional kindergarten capacity in this area, full redevelopment through demolition of the existing facility and provision of a purpose-built two-room facility is considered the most suitable option.

3.4.2 Do not proceed with redevelopment of 71 Argus St – Not Recommended
Retention of the existing Preschool building at Argus Street will serve the community for the immediate future. However, the building will require ongoing maintenance investment to support ongoing use in the short-medium term. Long-term, the single room facility is unlikely to meet the significant forecast population growth in this area which, when combined with age and condition of the asset, will force redevelopment (or full relocation) of this site at some point. Delaying the inevitable need for renewal of infrastructure is not recommended.

## 4. Conclusion

### 4.1 Environmental Implications

The concept design has developed directly in response to the existing mature vegetation onsite, with the intention of maximum retention and preservation of the character of this site. Minimal tree lopping and removal will be required to facilitate development.

### 4.2 Social Implications

Kingston families who indicate sessional kindergarten as their favored early years' service type have an expectation that their children will have equitable access to a facility of preference within their local area.

This approach is in keeping with the Family & Children's Strategy Action Plan, which includes an objective to respond to changing community need and government policy direction.

### 4.3 Resource Implications

Council funding for redevelopment of the North Cheltenham site has been built into the Draft Capital Budget, with the 2021/22 endorsed budget confirming allocation of $650,000. The balance of budget is sought in the form of a State Government Grant.

| **North Cheltenham Early Years Centre – Redevelopment** | | | | |
|---|---|---|---|---|
| | 21/22 | 22/23 | 23/24 | Total |
| Council | $650,000 | $1,500,000 | | $2,150,000 |
| Grant (to be secured) | | | $1,500,000 | $1,500,000 |
| **TOTAL** | | | | **$3,650,000** |

The possible State Government co-contribution is subject to a successful outcome through a competitive application process.

### 4.4 Legal / Risk Implications

There is a risk that grant funding may be less than indicated within the resource table.

Author/s: Juli Stickler, Senior Facilities Development and Planning Coordinator
Donna Feore, Team Leader Children's Services Partnerships

Reviewed and Approved By: Steve Lewis, Manager Community Buildings
Mauro Bolin, General Manager Community Sustainability

# Council Meeting

**27 September 2021**

**Agenda Item No: 9.2**

# REQUEST FOR CCTV AT WATERWAYS

**Contact Officer:** **Juli Stickler, Senior Facilities Development and Planning Coordinator**

## Purpose of Report

To respond to the petition from the Waterways Resident Association, presented to Council 26 April 2021, proposing joint community-Council initiative regarding the installation and operation of ten (10) CCTV cameras within the Waterways estate.

To inform Council of the operational, financial and social implications of supporting the request for CCTV installation at Waterways.

## Disclosure of Officer / Contractor Conflict of 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:

1. Installation of CCTV within Waterways is progressed as outlined in item 3 below and that the lead petitioner is advised of Council's decision;
2. Council encourage the CCTV Steering Group to develop a (Draft) application process including evaluation criteria for the assessment and prioritisation of community requests for the provision of CCTV, to be presented to Council for endorsement within a subsequent report; and
3. Following endorsement of an assessment process, Council encourage the Waterways Owners Corporation to submit an application with supporting documentation to enable objective assessment of the request for provision of CCTV.

## 1. Executive Summary

In April 2021 the Waterways Owners Corporation (WOC) presented a number of petitions to Council to progress improvement to the amenity of the Waterways estate. This report responds to Petition 1 seeking *"Support for the installation of CCTV across our suburb".* This petition proposes the installation of CCTV at strategic sites throughout the Waterways estate. Residents were informed of the petition through a number of communication channels, including direct email which included supplementary information and background (*Refer 21/93820 – Formal Submission of Petitions for Community Improvements at the Waterways*).

The petition for CCTV installation was signed by 1,214 persons, of which 472 are property owners within Waterways.

This report provides a response to the petition and the request by the WOC for operational and financial support from Council by way of assuming responsibility for the ongoing management of CCTV within Waterways following installation.

## 2. Background

The Public Health & Wellbeing Plan (2017-2021) defines 'A safe and secure community' as a priority, with a number of related measures, such as 'Perceptions of safety', and 'Total number and percentage of offences committed'. Closed Circuit Television (CCTV) is one method of supporting improved community perception and lived experience of safety. Efficacy of CCTV as a crime prevention and community safety measure is optimised when used in conjunction with a number of other safety and security measures. VicPol recommend establishing baseline statistics and an in depth understanding of specific crime patterns prior to installation of CCTV. CCTV is most effective in preventing crime against property, such as graffiti, dumping of litter and theft from cars.

Council's public and corporate CCTV systems are operated in partnership with Victoria Police and are administered in accordance with an endorsed *'Public and Corporate CCTV Systems Code of Practice'*. A Memorandum of Understanding has been developed between Victoria Police and Council, providing a set of governing principles to the operation of CCTV owned by Kingston to ensure lawful and ethical use of such infrastructure.

The Code of Practice identifies 6 key objectives as listed below;

1. To assist in the prevention of:
    - Graffiti
    - Assault
    - Anti-social behaviour
    - Violence
    - Burglary
    - Drug & Alcohol consumption in public spaces
    - General property damage
    - Rubbish dumping
2. Improve actual and perceived levels of safety within the City of Kingston.
3. To assist Victoria Police in the detection and prosecution of offenders.
4. Provide a safe and secure environment for those who live, work and visit the City of Kingston.
5. Promote safe community access and use of public spaces.
6. As a line of enquiry for Victoria Police, Council Authorised Officers, and third parties under legal agreement.

The application of Council operated CCTV as a public safety and crime prevention strategy within the municipality is guided by the CCTV Steering Committee, which was established in 2019. Establishment of the Steering Committee responded to a range of recommendations from the Victorian Auditor General's office around increased governance and rigour with the application of surveillance technology and meets bi-monthly for the purpose developing the strategic direction and assuring compliance of CCTV systems within Kingston.

The Steering Committee consider ongoing management of existing infrastructure, evaluation of requests for additional cameras and determination of recommended policy positions for the benefit of the greater Kingston community. Membership is comprised of delegates from the

City of Kingston and Victoria Police, with other relevant stakeholders invited as mutually agreed.

In April 2021 the Waterways Owners Corporation (WOC) presented four petitions to Council for the purpose of addressing a range of issues identified by the WOC. One of the petitions requested installation of a number of Closed-Circuit Televisions (CCTV) for the purpose of increasing community perception of security and safety. This petition was presented to Council as *"Installation of CCTV – Waterways"*. The wording of the petition as circulated within the community was *"Implementation of CCTV across the Waterways estate to the locations as advised by the City of Kingston appointed security consultant"*. Supplementary background information was provided to petitioners and is included within Appendix 1.

The proposal by the WOC for CCTV provision assumes a partnership approach, with the majority of initial Capital investment to be met by WOC, with ongoing operational and maintenance costs assigned to Kingston.

A process for responding to community requests for CCTV installation has been drafted by the Steering Committee and is currently under internal review. The need for an agreed and consistent method of evaluating requests is recognised as an appropriate mechanism to support the ongoing management of requests, such as that made by the WOC. The proposed mechanism for determining Council investment in CCTV identifies a need for evidence-based application of CCTV to address a specific issue of concern. As yet the mechanism for applying a set of evaluation criteria to CCTV requests, such as that proposed by WOC, has not been determined.

## 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 use of CCTV as a means of supporting the level of perceived and actual public safety is one element of a holistic response which is further detailed within the *'Safe & Secure Action Plan, 2018-21'*. Design and maintenance of public spaces that feel safe and inviting can impact on actual levels of safety through increased levels of daily community activation.

### 3.2 Consultation/Internal Review

The WOC have led the consultation promoting investment in CCTV installation within the Waterways community. Consultation methodology has included distribution of petition documentation, use of social media, along with direct consultation with the Waterways Neighbourhood Watch and residents within immediate vicinity of the proposed CCTV locations. Further consultation was completed in conjunction with Kingston officers and VicPol, to identify the preferred number of and location for unit installation.

### 3.3 Operation and Strategic Issues

3.3.1 Capital investment in CCTV

The WOC have confirmed their ability to partially fund the necessary infrastructure to establish CCTV within Waterways. This investment includes purchase and installation of the mounting poles and camera units.

The WOC contribution does not include additional preliminaries, such as consultant fees and preparation works, which are assumed the responsibility of Council

3.3.2 Operational and maintenance investment in CCTV at Waterways

Ongoing operational expenditure is proposed to become the responsibility of Council. This includes annual maintenance and utilities expense, and the cost of data retrieval data in response to an alleged incident. This level of operational expenditure aligns with other CCTV throughout the municipality.

The CCTV units have a lifespan of approximately 7 years. WOC have confirmed an understanding of this lifespan and potential capacity to make a financial contribution to unit replacement when required.

In the event that the decision to partner with WOC is endorsed, additional in-kind resource is required from Council to manage and deliver the project, along with additional consultant, permit and installation fees not covered within the WOC proposal.

3.3.3 Prioritisation of investment

To date a formal 'Request for CCTV installation' procedure has not been established.

In the absence of a sanctioned procedure, the request by WOC should be placed on hold until an agreed set of assessment criteria are established.

Information from the Crime Statistics Agency indicates that Waterways does not present an area of significant crime activity, with data placing Waterways within the lower quartile for reported crime incidents across the municipality during 2020. However, there has been local level VicPol support for the proposed project, based on the level of WOC financial investment.

In line with the low level of reported crime, the 2020 Liveability Survey placed Waterways as having a 'liveability' rating above the national benchmark, placing as the second most 'liveable' suburb in Kingston. Within this survey the Waterways community identify a sense of personal and neighbourhood safety an item of both high importance and one that the community is currently perceived to be performing well on.

Both quantitative and qualitative data on crime and safety should be considered within the assessment to determine to determine suitability of investment in CCTV at Waterways estate. Currently, data does not support priority investment.

3.3.4 Partnership model

During consultation with the Department of Justice (Crime Prevention Unit) it became evident that there are very limited local examples of Local Government partnering with the community in a neighbourhood management to support CCTV installation and operation within a defined community or suburb.

A genuine partnership approach requires development of relevant service standard agreements, including project goals, desired outcomes, evaluation methodology and reporting requirements. Any pilot project should be led by the existing CCTV Steering Committee to ensure close alignment with the guiding principles and relevant strategic plans.

Provision of ongoing operational resource within the context of a defined project plan supports a more transparent and accountable partnership approach, with defined evaluation measures which can be used to assess efficacy and inform future proposals.

Progression of a partnership approach between WOC and Council prior to development of an endorsed application and assessment procedure would be premature.

### 3.4 Options

3.4.1 Council decline to support provision of CCTV in Waterways estate – **Officer recommended**

Provision of CCTV in Waterways is not aligned with public safety strategies within other Kingston suburbs. Based on the low level of reported crime, the high resident assessment of liveability and perceived safety and the necessary level of Council investment to enable this request, it is recommended that the petition to install CCTV is declined.

Subsequent to development of an endorsed application and assessment procedure for the installation of CCTV, the WOC, as with all other community groups, would be able to submit an application for evaluation.

## 4. Conclusion

### 4.1 Environmental Implications

There are no environmental impacts associated with the recommendation to decline CCTV provision.

### 4.2 Social Implications

The request for provision of CCTV should be determined in response to specific issues and with consideration of complementary safety and crime prevention measures. Based on analysis of crime data, there are other areas of the municipality which are likely to have a higher prioritisation the installation of CCTV.

The WOC have demonstrated a relatively high level of financial and social capacity to lobby Council for the provision of CCTV. Other neighbourhoods within Kingston may be equally suited to CCTV installation but, in the absence of a coordinated and financially strong community proponent, are unlikely to be the recipient of a deliverable project response without additional funding from State or Council.

Support of the WOC petition to install CCTV may be viewed as an inequitable allocation of resource.

### 4.3 Resource Implications

The WOC petition indicates a financial commitment to the initial capital cost of the CCTV system with subsequent correspondence indicating financial capacity to meet this commitment. In the event that the level of expenditure is in excess of the initial budget, WOC have confirmed a preference and financial capacity to respond to increased costs, rather than reducing the number of cameras provided.

WOC have previously submitted an (unsuccessful) application for the Building Safe Community Grants, to supplement their Capital investment in the project.

Initial set-up cost extends beyond purchase and installation of the poles/units and include consultant fees, preliminary works, any necessary services upgrades and permits. Ongoing expenditure will include regular cleaning, servicing, electrical supply and data retrieval.

The units have an estimated operational life of approximately 7 years. While the mounting poles will remain in situ for around 20 years, replacement camera units will be needed more frequently. Based on today's rates, there will be a renewal cost of approximately $30,000 at year 8.

Noting that this proposal is not fully self-funded, any Council contribution would need to be referred to future Capital works allocation for consideration.

The below table indicates estimated levels of investment;

| Initial Installation | Waterways Owners Corporation | Council |
|---|---|---|
| Supply & installation Pole/camera unit | $156,000 | |
| Consultant fees | | $15,000 |
| Preliminary works | | $80,000 |

| Operational cost | Waterways Owners Corporation | Council |
|---|---|---|
| Data retrieval | | $300/incident |
| Cleaning/Maintenance | | $2000/annum |
| Electricity supply | | $1000/annum |
| Camera renewal | | $30,000 (7 years) |

### 4.4 Legal / Risk Implications

Allocation of resources in the absence of an established assessment and eligibility criteria may be viewed as inequitable distribution of resources and carries reputational risk.

## Appendices

Appendix 1 - CCTV at Waterways_Supporting information attached with petition (Ref 21/215560)

| | |
|---|---|
| Author/s: | Juli Stickler, Senior Facilities Development and Planning Coordinator |
| Reviewed and Approved By: | Steve Lewis, Manager Community Buildings |
| | Mauro Bolin, General Manager Community Sustainability |

# 9.2

# REQUEST FOR CCTV AT WATERWAYS

**1 CCTV at Waterways_Supporting information attached with petition ..... 169**

21/93820

WATERWAYS
Live on the water.

# Waterways Owners Corporation

# CCTV Proposal

# Petition of Public Interest Support

**In conjunction with**

Neighbourhood Watch Victoria

City of KINGSTON

21/93820

# Background

In 2016 Victoria Police approached the Waterways Owner's Corporation (WOC) for support in helping to reduce and solve crime rates in the city of Kingston. Moorabbin CIB (Criminal Investigation Branch) in conjunction with Mordialloc Police identified the Waterways as a unique suburb, with only 3 vehicle entry/exit points.

Police formed the view, should there be the installation of security camera's to at least all access roads in and out of the estate, this would help make a significant contribution to increase prosecution rates both locally and in surrounding suburbs. Footage obtained by Police can link crimes and activity in adjacent suburbs. Furthermore, CCTV will act as a deterrent in our own suburb.

# CCTV Project Status

The Waterways Owner's Corporation has met with the City of Kingston's Security Consultant, CCTV Manager and Head of Planning & Infrastructure. A comprehensive Site Survey has been conducted and we have detailed all proposed camera locations for the community and lot owners to review. This has included community consultation with residents near where cameras are proposed to be installed.

As part of the approval process with the City of Kingston, we are wanting to demonstrate the level of support in our community from both residents and visitors to our beautiful estate, by providing a public petition of support. City of Kingston Council will ultimately need to vote on approving the installation of the CCTV Network, as it is being proposed the City of Kingston Management Team – all ongoing costs of maintenance and upkeep of the system will be managed by the COK. The WOC will be required to fund the initial purchase of the system.

This will mean for ALL lot owner's there will be no increase in Body Corporate Fees as a result of the proposed "One-Off" purchase of this system given surplus funds held.

21/93820

# Compliance & Privacy Protection

The WOC has had lengthy discussions with the COK in conjunction with Victoria Police. Subsequently, the COK have offered the following solution:

a) COK will Procure (i.e. put to tender) on our behalf the CCTV requirements to fall in line with the **Safe City CCTV infrastructure of the COK**. COK require the use of the High Specification German made "Mobotic" cameras.

b) COK will project manage the planning approval process, installation and commissioning of the system on our behalf. Please refer to the hyperlink below which details the COK CCTV Policy
https://www.kingston.vic.gov.au/Services/Support-and-Counselling/Community-Safety/Public-Surveillance-CCTV-Cameras

c) **The Waterways OC will pay for the Cameras and installation only**

d) **COK will then maintain at no additional cost to ALL Lot Owners the camera's thereafter i.e. data storage, software updates, power supply and charges, equipment repair costs etc.**

e) CCTV footage will only be accessible to the COK CCTV Manager and Vic Police. To access footage, Police MUST have a Crime Number.

f) All footage is locally recorded, it is not a monitored system. However, the system is compatible to integrate into the broader COK CCTV and even the Victoria Police MAC monitored network should this be required in the future.

g) This will mean as a community, we will need to report all matters - no matter how trivial - to police, so a Crime Number can be raised to investigate all matters accordingly.

h) The COK has embraced ALL recommendations from the "Vargo Report" commissioned by the Auditor General's enquiry into public CCTV, to ensure the highest standards of protection in accordance with Privacy legislation and the use of military grade encryption to protect data. Please refer to the report via this hyperlink
https://www.audit.vic.gov.au/report/security-and-privacy-surveillance-technologies-public-places?section

i) On this basis, it makes sense to implement a system which is compatible to integrate into the COK and Vic Police systems in the future. This by far presents as the logical and cost-effective long-term CCTV solution for all lot owners.

j) This will mean the process could take as long as 6 months; but is well worth the wait given the CCTV solution in partnership with the City of Kingston.

21/93820

## INDICATIVE IMAGE OF CAMERA & POLE CONFIGURATION



21/93820

# PROPOSED CAMERA LOCATION & VIEWING INFORMATION

| LPR CAMERA SYSTEM 1 – SPRINGVALE ROAD EXIT | |
|---|---|
| **INSTALLATION TYPE** | LPR - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Right hand side of dual carriage opposite Number 1 The Waterways Boulevard |
| VIEWING & PROTECTING | North East down The Waterways Boulevard |

| PROPOSED CAMERA LOCATION PHOTO | CAMERA VIEW PHOTO |
|---|---|
|   |  |

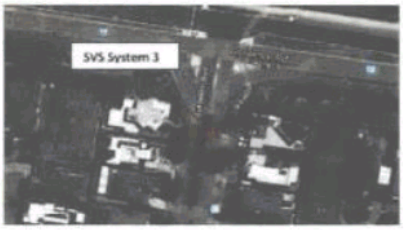
| LPR CAMERA SYSTEM 2 - SPRINGVALE ROAD ENTRY | |
|---|---|
| **INSTALLATION TYPE** | LPR - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Left hand side of dual carriage opposite Number 2 The Waterways Boulevard |
| VIEWING & PROTECTING | North East down The Waterways Boulevard |

| PROPOSED CAMERA LOCATION PHOTO | CAMERA VIEW PHOTO |
|---|---|
|   |  |

21/93820

# PROPOSED CAMERA LOCATION & VIEWING INFORMATION

| LPR CAMERA SYSTEM 3 – GOVERNOR ROAD EXIT | |
|---|---|
| **INSTALLATION TYPE** | LPR - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Right hand side of dual carriage opposite Number 23 Burdekin Boulevard |
| VIEWING & PROTECTING | West down Burdekin Boulevard |

| PROPOSED CAMERA LOCATION PHOTO | CAMERA VIEW PHOTO |
|---|---|
|   |  |

| LPR CAMERA SYSTEM 4 – GOVERNOR ROAD ENTRY | |
|---|---|
| **INSTALLATION TYPE** | LPR - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Left hand side of dual carriage opposite Number 24 Burdekin Boulevard |
| VIEWING & PROTECTING | West down Burdekin Boulevard |

| PROPOSED CAMERA LOCATION PHOTO | CAMERA VIEW PHOTO |
|---|---|
|   |  |

21/93820

# PROPOSED CAMERA LOCATION & VIEWING INFORMATION

| LPR CAMERA SYSTEM 5 – BOWEN PARKWAY ENTRY/EXIT | |
|---|---|
| **INSTALLATION TYPE** | LPR - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Left hand side of road before 1st speed hump on Bowen Parkway In front of reflecting merge sign |
| VIEWING & PROTECTING | West down Bowen Parkway |

| PROPOSED CAMERA LOCATION PHOTO | CAMERA VIEW PHOTO |
|---|---|
|   |  |

| LPR CAMERA SYSTEM 6 – PORTLAND PLACE TURNAROUND EXIT/ENTRY | |
|---|---|
| **INSTALLATION TYPE** | LPR - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Right hand side of roundabout, Westbridge Court - Portland Place turnaround |
| VIEWING & PROTECTING | Entry and exit into Portland Place turnaround |

| PROPOSED CAMERA LOCATION PHOTO | CAMERA VIEW PHOTO |
|---|---|
|   |  |

21/93820

## PROPOSED PEDESTRIAN CAMERA LOCATION & INFORMATION

| PEDESTRIAN CAMERA SYSTEM 7 – MACQUARIE CIRCLE TRACK | |
|---|---|
| **INSTALLATION TYPE** | Pedestrian - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Macquarie Circle opposite Number 19 - RHS of pathway entry |
| VIEWING & PROTECTING | Viewing pathway on left and Melbourne water access road |

PROPOSED CAMERA LOCATION PHOTO

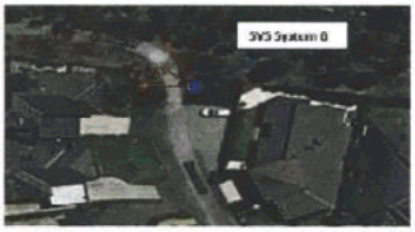



CAMERA VIEW PHOTO



| PEDESTRIAN CAMERA SYSTEM 8 – BARMAH PLACE PEDESTRIAN TRACK | |
|---|---|
| **INSTALLATION TYPE** | Pedestrian - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Right hand side - End of Barmah place between number 13 & 15 |
| VIEWING & PROTECTING | To be confirmed |

PROPOSED CAMERA LOCATION PHOTO



CAMERA VIEW PHOTO



21/93820

## PROPOSED PEDESTRIAN CAMERA LOCATION & INFORMATION

| | |
|---|---|
| **INSTALLATION TYPE** | Pedestrian - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Left hand side of Paragon Way access path |
| VIEWING & PROTECTING | Paragon Way access path |

PROPOSED CAMERA LOCATION PHOTO




CAMERA VIEW PHOTO



| | |
|---|---|
| **INSTALLATION TYPE** | Pedestrian - Extended Pole – Solar Powered |
| SYSTEM TYPE | External Security System |
| PROPOSED LOCATION | Right hand side of Nest cafe off Waterside Drive |
| VIEWING & PROTECTING | Entry/exit and parking area |

PROPOSED CAMERA LOCATION PHOTO




CAMERA VIEW PHOTO



21/93820

# PROPOSED MARKED ESTATE PLAN



21/93820

OFFICIAL: Sensitive

Kingston LAC
Division 2
Southern Metro Region
1011 Nepean Hwy
Moorabbin 3189
Victoria, Australia
Telephone: (03) 9556 6530
Email matthew.mulcahy@police.vic.gov.au
www.police.vic.gov.au

**28th February 2021**

**ATT: City of Kingston**

**Re:** ***Application for Kingston Council to support the installation of CCTV in the Waterways Estate***

Good Morning,

In my role as the Victoria Police Local Area Commander for the City of Kingston, I am pleased to offer my support to the proposal to install and maintain a series of CCTV cameras in the Waterways estate. I have met with Kirk Devers, the newly elected Chairperson of the Waterways Owners Corporation, and discussed the proposal with him.

Waterways is a relatively unique location in Kingston and is well suited to the proposed installation of a series of cameras. Its limited number of access and egress points lends itself to monitoring of this nature.

Police expend considerable resources to police and investigate incidents of property crime across the city of Kingston, and while the proposed CCTV will not be monitored, the installation of CCTV surveillance in the Waterways will assist the police to:

- Identify possible suspects
- Gather evidence for any subsequent prosecution
- Develop intelligence
- Influence strategies to reduce crime

The proposed system of cameras is compatible with current systems being deployed by Kingston Council and has the capability to become part of the broader Kingston network of CCTV, should there be a demonstrated need in the future.

I acknowledge the work being done by the Waterways Owners Corporation to improve safety in the estate and am pleased to lend my support to the installation of CCTV in the estate.

Yours Sincerely,

*Matthew Mulcahy*

**Matthew Mulcahy**
**Inspector**
**Local Area Commander for the City of Kingston**

OFFICIAL: Sensitive

21/93820

NEIGHBOURHOOD WATCH
WATERWAYS
SD2
A MEMBER OF NEIGHBOURHOOD WATCH VICTORIA KNS077

REGISTERED OFFICE
10 Island Point Avenue
Waterways, Vic 3195
Telephone (03) 9798 8426
email: okch1@bigpond.com
NHW ABN 41 586 657

11th March 2021

To: Whom it may concern

Much consultation has taken place regarding crime prevention on Waterways, this including the consideration of both past and recent crime related issues as faced by both the Waterways and Kingston communities. In this regard Waterways Neighbourhood Watch has worked closely with the Waterways Owners Corporation and its Chairperson, Mr Kirk Devers.

Waterways Neighbourhood Watch currently operates a holistic 12-way crime prevention and community assistance program to which we believe CCTV will be a valuable addition. The process of consultation regarding CCTV has been underway for some three-years here on Waterways, it was in fact commenced in late 2017 by Neighbourhood Watch. Since this time consultation has continued to take place with many stakeholders including; Waterways Lot Owners, Victoria Police, the City of Kingston, local traders and the Waterways Owners Corporation Committee and Neighbourhood Watch.

The security and safety of residents living on the Waterways Estate here in the City of Kingston remains of concern, as it does in many other neighbourhoods. We believe CCTV would be an effective and additional tool in the aid to crime prevention.

In this regard Waterways Neighbourhood Watch is fully supportive of the CCTV proposal put forward by the Waterways Owners Corporation.

Yours Sincerely

Stephen Bardsley

Stephen Bardsley
Chairman
Neighbourhood Watch Victoria, Waterways

# Council Meeting

**27 September 2021**

**Agenda Item No: 9.3**

# FINANCIAL IMPLICATIONS OF FEMALE FRIENDLY AND DISABILITY DISCRIMINATION ACT COMPLIANCE UPGRADES

**Contact Officer:** **Juli Stickler, Senior Facilities Development and Planning Coordinator**

**James Prideaux, Team Leader Sport and Recreation**

## Purpose of Report

This report provides additional information in response to Council's resolution of 26 July 2021, as follows;

*"That Officers provide a report to Council at the August Council Meeting outlining which Council sporting facilities do not have dedicated female change rooms/female friendly change rooms and which Council facilities do not have a dedicated disability compliant toilet/change room."*

## Disclosure of Officer / Contractor Conflict of 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:

1. Progression of any DDA-toilet compliance upgrades is informed by the findings of the revised *Public Toilet Strategy* and *Community Facilities and Services Strategic Review*, both of which will be presented to Council in 2022.
2. A separate Capital Bid is made for the purpose of funding a consolidated review of the prioritised sport and recreational facilities identified within this report for Female Friendly Facility upgrades, to determine the proposed scope of works and estimated costs.
3. Officers develop and promote an online resource to map existing Female Friendly Facilities and DDA-compliant toilets to support and encourage community participation.

## 1. Executive Summary

Provision of facilities that support universal access is integral to the renewal and development of community infrastructure throughout the municipality. The principles of equity and accessibility underpin a significant volume of strategic and service delivery planning, as evidenced within the Council Plan, the Disability Action Plan, the Public Health and Wellbeing Plan, the Family and Children's Strategy, the Public Toilet Strategy and the Sport and Recreation Strategy.

Noting an extensive portfolio in excess of 240 Community Buildings, the level of universal access at each site is variable. Factors such as date of facility construction, changing service user needs, evolving social policy, whole of site masterplans and predicted maintenance needs and availability of external grants all impact on the timing and extent of facility renewal and redevelopment to support the goal of 100% compliance by 2035.

While it is acknowledged that universal access to all Community Buildings, including provision of Female Friendly Facilities and DDA compliant amenities, is a desirable end goal, the logistical and financial implication of such upgrades is significant. A considered, evidence-based strategic response that outlines the methodology to guide prioritisation and timing of compliance upgrades is most likely to yield greatest community benefit, with such recommendations an output of the *Community Facilities and Services Strategic Review*, which is currently underway.

Recognising the high level of community and Council interest in progressing Female Friendly Facilities upgrades, an interim stage is proposed to more accurately quantify, prioritise and schedule future works.

## 2. Background

A report was presented to Council August 2021 summarising the issues to be considered when assessing the existing level of facility compliance and the feasibility of undertaking a comprehensive renewal program to address matters non-compliance (*Response to Council Resolution – Female Friendly and Disability Discrimination Act Compliant Facilities, 23 August 2021).*

It was noted that existing stock of Community Buildings demonstrates a sliding scale of compliance. While all buildings met the relevant compliance standards at the time of construction, evolving expectations around facility provision, changing technical criteria and revised legislation results in varying degrees of compliance throughout the municipality. Similarly, the level of and requirement for Female Friendly provision is also subject to an evolving socio-political landscape.

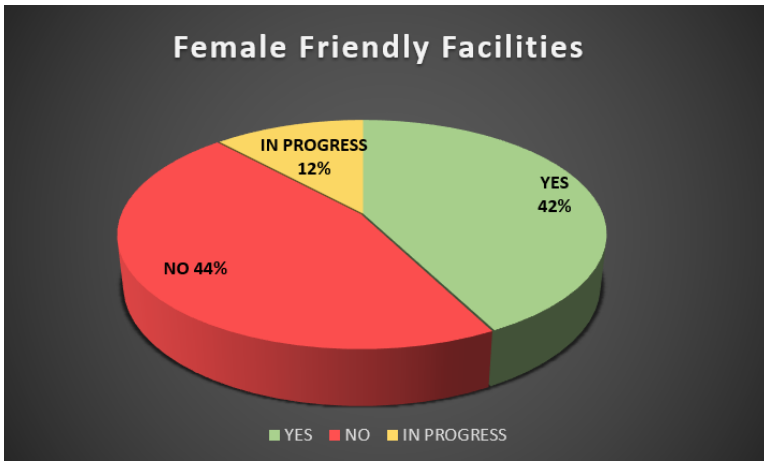
While this report addresses the specific requirements identified as rendering a facility 'Female Friendly', other underlying design issues which are becoming increasingly commonplace include provision of gender-neutral facilities and provision of toilet/change facilities which respond to the religious requirements of different community participants.

The 2012 Facilities and Services Strategic Review estimated a comprehensive response to addressing DDA compliance at $19 Million (2012 figures). In acknowledgment that investment at this level was not feasible, a more pragmatic approach to facility upgrade was adopted. This approach is reflected within the existing Council Plan and the Community Buildings Business Plan, which identifies 2035 as target date to ensure all buildings meet the Disability (Access to Premises) Standards.

Review of progress against this target identifies solid progress against the target, with 42% of facilities currently providing DDA compliant toilet facilities, with an additional 11% at varying stages of renewal (actively planning for renewal or currently under construction).




A similar level of achievement is noted when reviewing the level of Female Friendly amenities within sport and recreation facilities, with 42% noted as currently meeting requirements, with an additional 12% actively progressing towards renewal.



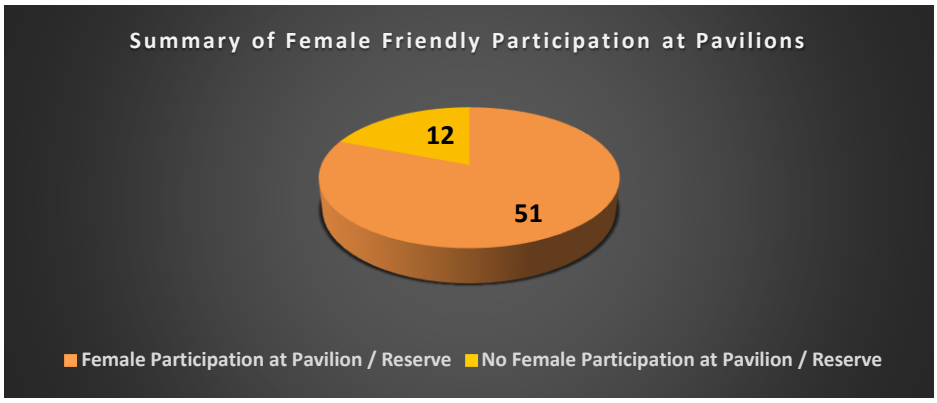

Further analysis of traditional sporting pavilions identifies that of 63 pavilions, 23 have female friendly facilities, with an additional 13 pavilions identified for an upgrade within the next 5 years. Of the 27 remaining pavilions requiring female friendly upgrades there are 13 which have active levels of female participation at present. To date, the majority of the female friendly facility upgrades have provided direct benefits for AFL/W, cricket, netball and soccer clubs, with little investment in sports such as tennis, bowls, hockey, baseball and other sports. However, the full suite of sporting codes are recognised within plans for future provision.

Many of these codes are captured within existing Master Plans and/or current planning activity, such as Pavilions at Namatjira Park and Bonbeach Reserve. Other sites such as Walter Galt Reserve and Edithvale Common, are being reviewed and scoped for priority due to high levels of female participation and their current requirement for temporary facilities.

Female Participation at Sporting Facilities

Female participation within sport has significantly increased in recent years, in many of the sports that are conducted in Kingston and the community. This increase can be attributed to the introduction of female leagues in many of Australian professional sports including AFLW, W League, WBBL and the increase in established/traditional sport of basketball and netball, which have had a strong female participation level in the past.

This increase in female sport has transferred to community sport participation levels, which has highlighted the need for improved facilities within Kingston. Over the past 5-10 years with the recognised growth with female participation in sport, Council have already made significant improvements to Council owned sporting facilities. Within Kingston we have 63 sporting Pavilions which support community sport participation. These range from larger pavilions supporting multiple winter and summer clubs such as AFL, soccer, cricket and netball, to smaller pavilions such as tennis clubs and bowls clubs. Of these 63, we have 51 that have current active participation by females. The remaining 12 pavilions currently have no female participation, with officers presently working with these clubs to encourage and develop female participation levels.




## 3. Discussion

### 3.1 Council Plan Alignment

Goal 3 - Our connected, inclusive, healthy and learning community Direction 3.2 - Provide equitable access to services and facilities for all community members, irrespective of background and ability

Renewal of existing buildings to comply with Disability Standards (Access to Premises – Buildings) 2010 is identified as a key performance measure within the Council Plan.

Equity of access is integral to all elements of community service delivery and noted as a priority within a number of strategic documents, including the Disability Action Plan, the Public Health and Wellbeing Plan the Sport and Recreation Strategy and the Public Toilet Strategy.

### 3.2 Consultation/Internal Review

Community Buildings and Active Kingston officers have worked together to identify and prioritise sporting facilities that require Female Friendly upgrades. Identification and prioritisation of DDA non-compliance upgrades occurs through routine 2-yearly building audits, and in consultation with user groups within the Fit-for-Purpose surveys.

### 3.3 Operation and Strategic Issues

3.3.1 Changing legislation and policy

While it is possible to provide a snapshot of the current status of community buildings and work towards attainment of compliance against the 2010 Disability Standards, it must be recognised that this legislation is subject to change. Similarly, there is a broad range of social policy and legislation that informs Council's response to issues of equitable access and while it is possible to design

the current standards and expectations, there remains a high likelihood of ongoing change.

3.3.2 Financial implications

An accurate estimate of the financial implications of addressing all DDA compliance and Female Friendly upgrades would require extensive and costly site-specific analysis. High level estimates are noted in 4.3 and are believed to be conservative, taking a 'best-case' approach.

In order to establish a more accurate understanding of the feasibility of wholesale compliance upgrades, it is recommended that facilities are prioritized and subject to thorough preliminary assessment so that the cost estimate of works can be most accurately determined.

In many instances there may be opportunity to off-set compliance upgrade works through attainment of relevant grants, such as the Sport and Recreation Victoria Female Friendly Facilities funding program.

3.3.3 Opportunity for co-contribution through State Grants

There is a proven record of successful partnership with State and Federal Governments, as evidenced by the high level of successful Grant applications to off-set Council contribution. 72% of female friendly upgrades have been partially funded through State/Federal Grant funding.

3.3.4 Operational implications

With such a diverse range of user group activity underway within the community throughout the year, timing of redevelopment works requires careful scheduling to minimise the impact on the community. Ideal programming targets works for the 'off-season'. In multi-user facilities, or where the extent of redevelopment is significant, works will inevitably disrupt community use and require either a pause on user activity or relocation to a compatible, temporary site.

More than ever, as the community looks to emerge from a prolonged lockdown in response to Covid-19 pandemic, social engagement through participation will be highly sought after. Community tolerance of activity disruption may be low, as all sectors of the community look for safe, welcoming and readily available opportunities for connection and meaningful activity.

Prioritisation of any compliance upgrades will need to be carefully mapped to ensure minimum disruption and maximum opportunity for temporary relocation.

3.3.5 Complexity of compliance upgrades

Addressing perceived or actual issues of inequity through provision of DDA compliant and/or Female Friendly amenities requires a considerable volume of preliminary work to understand site constraints and opportunities. Factors such as existing layout and operational requirements, service connections, whole of building accessibility, extent of required demolition (including removal of hazardous material) and structural limitations are examples of technical considerations which impact on the feasibility (and associated cost) of building upgrades.

The impact on existing activity and operations during any renewal works is a further consideration, which in some instances may result in a requirement to

relocate operations to an alternative site (with associated financial and social impact).

While the ideal scenario is a relatively simple reconfiguration of existing amenities, this is the exception. Most often, existing amenities are of insufficient size, inappropriately situated within the building. Relocation of amenities may require acquisition of floor space from adjacent rooms or extensive relocation of services. In some instances, whole of building upgrades are essential to ensure the building meets not only legislated requirements, but best practice standards of universal access, through the provision of ramps, passenger lifts and alterations to doorways, floor coverings and lighting. In addition, failure to achieve full compliance through refurbishment works leaves Council open to legal challenge from users who may take the opportunity to access an improved building but may be negatively impacted by the inability to fully use the facility due to certain remaining non-compliances in a building, e.g. introduction of new compliant toilet without consideration of associated ramps, corridor widths, etc.

### 3.4 Options

3.4.1 Complete further facility analysis to inform Capital investment – **Officer recommended**

Female Friendly Facilities

Noting the operational and strategic issues as outlined in 3.3, the first stage in addressing a shortfall in female friendly facilities is detailed site analysis, with development of a concept plan and associated cost estimates to inform decision making and prioritisation.

Prioritisation of sites for detailed assessment can be found within Appendix 1.

DDA Compliant Toilet upgrades

Prioritisation of toilet renewal is recommended to be deferred until completion of the Community Facilities and Services Strategic Review and the Public Toilet Strategy review. With toilet amenities an integral element of every community facility, prioritization of upgrades based on 'face-value' is not recommended. The strategic review will provide service-driven, evidence-based recommendations for facility redevelopment, extending beyond 'toilets' to ensure a comprehensive building response to compliance risks.

3.4.2 Proceed with Female Friendly and/or DDA-toilet compliance upgrades at selected facilities – Not recommended
Targeting facilities for female friendly and/or DDA compliance upgrades in the absence of extensive supporting preliminary assessment or without reference to existing strategic documents is not recommended.

## 4. Conclusion

### 4.1 Environmental Implications

There are no environmental implications at this stage.

### 4.2 Social Implications

Not progressing with future planning for provision of female friendly facility upgrades, will have social implications and negative impacts on females playing sport. This may

lead to a decrease in participation levels of females at these facilities due to the lack of support and appropriate facilities to encourage the ongoing participation. Council would like to ensure the ongoing support of female participation in sport.

Establishing a readily available data base of both Female Friendly and DDA compliant amenities is an action that can be assigned to officers in response to this report. The data base can be made available through the Kingston website, as a resource to support and encourage all members of the community to participate in sporting and community activities of value.

### 4.3 Resource Implications

High level cost estimates have been determined based on review of other recent projects. In the absence of comprehensive site assessment and detailed understanding of constraints likely to inflate cost, these estimates have significant limitations and must be viewed prudently.

Female Friendly Facilities

The below table indicates a range of sites that have been completed for female friendly upgrade. Figures are indicative, noting that in some instances the female friendly upgrades have occurred in conjunction with other facility renewal (eg. Kitchen upgrade). Every effort has been taken to extract the components not relevant to female friendly works, though these figures should be viewed as an estimate.

| Facility | Year completed | Cost |
|---|---|---|
| Keeley Park West Pavilion | 2018 | $325,000 |
| Curwood Hall | 2019 | $173,000 |
| Southern Road Reserve Pavilion | 2020 | $198,000 |
| Le Page Park Pavilion | 2021 | $627,000 |
| Tom Johnston Pavilion | 2021 - pending | $340,000 |

Female friendly works completed over recent years range from $173,000 - $627,000, at an average cost of $330,000. The most conservative estimate places the upgrade expenditure at $5.1 Million. However, noting that several of the sites currently lacking female friendly facilities have been targeted for more extensive redevelopment, such as the Namatjira Park Sports Pavilion and Bonbeach Reserve, estimating based on ‘averages’ is misleading, with cost of whole site development at just one pavilion significant.

Toilet compliance upgrades

A similar approach to the estimated cost of DDA toilet upgrades is equally difficult to apply, due to the wide range of supporting works that need to be undertaken in order to make a building fully accessible. An ideal scenario, in the event all existing building accessways are compliant, services are in situ and a relatively minor reconfiguration is needed to provide the necessary level of circulation space may see a successful toilet upgrade for approximately $60-70,000. Applied to all toilet facilities identified as currently being non-compliant to 2010 Standards, this places the upgrade cost at between $6-7M.

Again, this estimate is both conservative and unrealistic, with DDA compliance upgrades frequently involving significant whole-of-facility works to support true universal access. For example, the DDA compliance upgrade works at Chelsea Yacht Club are currently underway at the cost of $1,300,000, which includes new lift access to all levels,

extensive building modifications to accommodate the new lift shaft, new compliant toilets and extensive ramping to achieve compliance.

### 4.4 Legal / Risk Implications

The need for accessible and equitable distribution of toilets and change spaces that support inclusion and participation of all members of the community is recognized as an important element of facility provision. If matters of non-compliance are not considered and addressed within a timely manner there may be reputational and legal risks to Council, as mentioned earlier in this report.

## Appendices

Appendix 1 - Sport and Recreation - Female Friendly Facilities Review (Ref 21/218701)

Appendix 2 - Summary table FFF_DDA facilities September report (Ref 21/218818)

| | |
|---|---|
| Author/s: | Juli Stickler, Senior Facilities Development and Planning Coordinator |
| | James Prideaux, Team Leader Sport and Recreation |
| Reviewed and Approved By: | Steve Lewis, Manager Community Buildings |
| | Mauro Bolin, General Manager Community Sustainability |

# 9.3

# FINANCIAL IMPLICATIONS OF FEMALE FRIENDLY AND DISABILITY DISCRIMINATION ACT COMPLIANCE UPGRADES


**1 Sport and Recreation - Female Friendly Facilities Review ..... 191**

**2 Summary table FFF_DDA facilities September report ..... 193**

## Sport and Recreation - Female Friendly Facilities Review

Female Friendley Facilities
Female Friendly Facilities planned or in progress to be upgraded
No Female Friendly Facilities

| # | Pavilion Name | Reserve | Female Friendly Facilities onsite | Upgrade Planned / In Progress | Female Participation | Clubs onsite | Suburb |
|---|---|---|---|---|---|---|---|
| 1 | Le Page Park Pavilion | Le Page Park | Yes | n/a | Yes | 2 | Cheltenham |
| 2 | Dales Park Pavilion | Dales Park Reserve | Yes | n/a | Yes | 1 | Oakleigh South |
| 3 | Clayton Bowling Club Pavilion | Namatjira Park | Yes | No | Yes | 1 | Clayton South |
| 4 | Keeley Park West Pavilion | Keeley Park | Yes | n/a | Yes | 2 | Clayton South |
| 5 | Kingston Heath Soccer Pavilion | Kingston Heath Soccer Complex | Yes | No | Yes | 2 | Cheltenham |
| 6 | KH Weame Reserve Baseball Pavilion | Rowan Road Reserve | Yes | No | Yes | 2 | Dingley Village |
| 7 | Rowan Road Reserve Netball Pavilion | Rowan Road Reserve | Yes | n/a | Yes | 1 | Dingley Village |
| 8 | Southern Road Reserve Pavilion | Southern Road Reserve | Yes | n/a | Yes | 2 | Mentone |
| 9 | Corboy Pavilion | Mentone Reserve | Yes | n/a | Yes | 2 | Mentone |
| 10 | Cliff Sambell Pavilion | Gerry Green Reserve | Yes | n/a | Yes | 2 | Parkdale |
| 11 | Parkdale Tennis Club Pavilion | Gerry Green Reserve | Yes | No | Yes | 1 | Parkdale |
| 12 | Parkdale Bowling Club Pavilion | Parkdale Bowling Club | Yes | n/a | Yes | 1 | Parkdale |
| 13 | H A Droop Pavilion | Ben Kavanagh Reserve | Yes | n/a | Yes | 2 | Mordialloc |
| 14 | Mordialloc Bowling Club | Ben Kavanagh Reserve | Yes | No | Yes | 1 | Mordialloc |
| 15 | Jack Grut Reserve Pavilion | Jack Grut Reserve | Yes | n/a | Yes | 2 | Mordialloc |
| 16 | Browns Reserve Pavilion | Browns Reserve | Yes | n/a | Yes | 2 | Aspendale |
| 17 | Edithvale Bowling Club | Edithvale Common Reserve | Yes | No | Yes | 1 | Edithvale |
| 18 | Bert Thomas Pavilion | Edithvale Recreation Reserve | Yes | n/a | Yes | 3 | Edithvale |
| 19 | Beazley Reserve Tennis Pavilion | Beazley Reserve | Yes | No | Yes | 1 | Chelsea Heights |
| 20 | Chelsea Bowling Club Pavilion | Chelsea Recreation Reserve | Yes | No | Yes | 1 | Chelsea |
| 21 | Chelsea Sportswomens Centre | Bicentennial Park | Yes | No | Yes | 2 | Chelsea |
| 22 | Curwood Hall | Bonbeach Sports Reserve | Yes | n/a | Yes | 3 | Bonbeach |
| 23 | Roy Dore Reserve Pavilion | Roy Dore Reserve | Yes | n/a | Yes | 4 | Carrum |
| 24 | GR Bricker Pavilion | GR Bricker Reserve | No | Yes 2022 | Yes | 4 | Moorabbin |
| 25 | Le Page Park Tennis Pavilion | Le Page Park | No | Yes tbc | Yes | 1 | Cheltenham |
| 26 | Namatjira Park Sports Pavilion | Namatjira Park | No | Yes tbc | No | 4 | Clayton South |
| 27 | Souter Reserve Pavilion | Dingley Reserve | No | Yes 2022 | No | 2 | Dingley Village |
| 28 | Souter Reserve Sports Club Pavilion | Dingley Reserve | No | Yes 2022 | No | 2 | Dingley Village |
| 29 | Chadwick Reserve Pavilion | Chadwick Reserve | No | Yes 2021 | Yes | 2 | Dingley Village |
| 30 | Walter Galt Reserve Pavilion | Walter Galt Reserve | No | Yes tbc | Yes | 2 | Parkdale |
| 31 | Aspendale Gardens Sports Grounds Pavilion | Aspendale Gardens Sports Grounds | No | Yes 2021 | Yes | 3 | Aspendale Gardens |
| 32 | Regents Park Pavilion | Regents Park | No | Yes 2022 | Yes | 3 | Aspendale |
| 33 | Edithvale Common Pavilion | Edithvale Common Reserve | No | Yes tbc | Yes | 3 | Edithvale |
| 34 | Tom Johnson Pavilion | Chelsea Recreation Reserve | No | Yes 2021/22 | Yes | 3 | Chelsea |
| 35 | Long Beach Tennis Club | Roy Dore Reserve | No | Yes 2022 | Yes | 1 | Carrum |
| 36 | Moorabbin Bowling Club | Moorabbin Reserve | tbc | No | Yes | 1 | Moorabbin |
| 37 | Dane Road Reserve Pavilion | Dane Road Reserve | No | No | Yes | 2 | Moorabbin |
| 38 | Highmoor Tennis Pavilion | Dane Road Reserve | tbc | No | Yes | 1 | Moorabbin |
| 39 | Jack McDavitt Pavilion | Keys Road Reserve | tbc | No | Yes | 1 | Moorabbin |
| 40 | Oakleigh Pistol Club Pavilion | Deals Road Reserve | No | No | Yes | 1 | Clayton South |
| 41 | Ron Brownlees Pavilion (Hockey / Baseball) | Kingston Heath Reserve | No | No | Yes | 2 | Cheltenham |
| 42 | Rowan Road Reserve Tennis Pavilion | Rowan Road Reserve | No | No | Yes | 1 | Dingley Village |
| 43 | Dolamore Reserve Tennis Pavilion | Dolamore Reserve | No | No | Yes | 1 | Mentone |
| 44 | Dolamore Reserve Athletics Pavilion | Dolamore Reserve | No | No | Yes | 2 | Mentone |
| 45 | Doug Denyer Reserve Pavilion (Tennis / Cricket) | Doug Denyer Reserve | No | No | Yes | 2 | Mordialloc |
| 46 | Val Connor Pavilion | Glen Street Oval | No | No | Yes | 2 | Aspendale |
| 47 | Regents Park Tennis Pavilion | Regents Park | No | No | Yes | 1 | Aspendale |
| 48 | Australasian Golf Club - Club House | Edithvale Public Golf Course | No | No | Yes | 2 | Edithvale |
| 49 | Beazley Reserve Pavilion | Beazley Reserve | No | No | Yes | 2 | Chelsea Heights |
| 50 | Chelsea Baseball Pavilion | Bicentennial Park | No | No | Yes | 1 | Chelsea Heights |
| 51 | Chelsea Lawn Tennis Club | Chelsea Recreation Reserve | No | No | Yes | 1 | Chelsea |
| 52 | Bonbeach Sports Complex Pavilion | Bonbeach Sports Reserve | tbc | No | Yes | 2 | Bonbeach |
| 53 | Pony Club Pavilion | Patterson Lakes Recreation Reserve | No | No | Yes | 2 | Patterson Lakes |
| 54 | Patterson Lakes Tennis Pavilion | Patterson Lakes Recreation Reserve | tbc | No | Yes | 1 | Patterson Lakes |
| 55 | L1 Locomotive Society Clubhouse | GR Bricker Reserve | n/a | No | tbc | 1 | Moorabbin |
| 56 | Highett Reserve - Oval 1 Pavilion | Highett Reserve | No | No | No | 2 | Highett |
| 57 | Highett Reserve - Small Pavilion | Highett Reserve | No | No | No | 3 | Highett |
| 58 | Keeley Park East Pavilion | Keeley Park | No | No | No | 3 | Clayton South |
| 59 | The Grange Reserve Soccer Pavilion | The Grange Reserve | No | No | No | 1 | Clayton South |
| 60 | The Grange Reserve Tennis Pavilion | The Grange Reserve | No | No | tbc | 1 | Clayton South |
| 61 | Oakleigh Motorcycle Club Pavilion | Deals Road Reserve | No | No | tbc | 1 | Clayton South |
| 62 | Heatherton Recreation Reserve Sports Pavilion | Heatherton Recreation Reserve | No | No | No | 2 | Heatherton |
| 63 | Moorabbin Reserve Pavilion (RSEA Park) | Moorabbin Reserve | n/a | n/a | n/a | n/a | Moorabbin |

| Facility name | DDA Compliant Toilets | Female Friendly Facilities | Targeted for future development |
|---|---|---|---|
| **Arts & Cultural Facilities** | | | |
| Kingston Arts Centre | No | | X |
| Kingston City Hall | No | | X |
| Melaleuca Activity Hub & Pottery Studio | No | | |
| Shirley Burke Theatre | Yes | | |
| **Community Facilities** | | | |
| A T Neiman Community Hall | No | | |
| Allan McLean Hall | No | | X |
| Aspendale Gardens Community Centre | No | | |
| Aspendale Senior Citizens Club | No | | |
| Beazley Reserve Community Centre | No | | |
| Carrum Activity Hub | No | | |
| Carrum Hall | No | | |
| Chelsea Activity Hub | Yes | | |
| Chelsea Community Support Services | No | | |
| Chelsea Court House Museum | Yes | | |
| Cheltenham East Hall | Yes | | |
| Cheltenham Hall | No | | |
| Chelsea Heights Community Centre | No | | |
| Dingley Village Neighbourhood Centre | In progress - 2023 | | |
| Heatherton Reserve Italian Club | No | | |
| Herbert Street Centre | No | | |
| Kingston Toy Library | No | | X |
| Kingston U3A | No | | X |
| LF Payne Chelsea Hall | No | | X |
| Longbeach Place | No | | |
| Mentone Activity Hub | Yes | | |
| Mentone Citizen Advice Bureau | No | | |

| | | | |
|---|---|---|---|
| Mordialloc Community Centre | No | | |
| Mordialloc Men's Shed | Yes | | |
| Mordialloc Neighbourhood House | No | | X |
| N G Wishart Senior Citizens Centre | No | | X |
| Old Bakery Museum | No | | X |
| Platform 81 | Yes | | |
| Scott Ave Community Centre | No | | |
| Sundowner Community Centre | Yes | | |
| Turkish Community Services Centre | No | | |
| Westall Community Hub | Yes | | |
| **Libraries** | | | |
| Chelsea Library | No | | X |
| Cheltenham Library and Community Centre | No | | |
| Clarinda Library & Community Centre | Yes | | |
| Dingley Village Library and Harold Box Hall | Yes | | |
| Highett Library | No | | X |
| Moorabbin Library | No | | X |
| Parkdale Library | No | | X |
| Patterson Lakes Community Centre and Library | Yes | | |
| **Maternal and Child Health Suites** | | | |
| Chelsea Maternal Child and Health Centre | No | | |
| Cheltenham MCHC | No | | |
| Dingley Maternal and Child Health Centre | In progress - 2023 | | |
| Mentone MCH | No | | X |
| Sundowner Kindergarten & Maternal and Child Health | No | | |
| Turner Road Maternal and Child Health Centre | No | | X |
| **Early Years Facilities** | | | |
| Acacia Avenue Preschool | Yes | | |
| Aspendale Gardens Preschool | No | | |
| Aspendale North Kindergarten | Yes | | |

| | | | |
|---|---|---|---|
| Bonbeach Kindergarten | No | | |
| Bruthen Street Kindergarten | No | | |
| Carrum Family and Children's Centre | Yes | | |
| Chelsea Heights Kindergarten | Yes | | |
| Chelsea Kindergarten | Yes | | |
| Chelsea Occasional Childcare | No | | |
| Clayton South Kindergarten | Yes | | |
| Edithvale Family & Children's Centre | Yes | | |
| Edithvale Preschool | No | | |
| Evesham Road Kindergarten | Yes | | |
| Farm Road Preschool | Yes | | |
| Jacks Avenue Kindergarten | Yes | | |
| Marcus Road Kindergarten | No | | X |
| Mordialloc Preschool | Yes | | |
| Nola Barber Kindergarten | Yes | | |
| North Cheltenham Pre-School | In progress - 2022 | | X |
| Parkdale Family & Children's Centre | Yes | | |
| Patterson Lakes Kindergarten | Yes | | |
| Washington Drive Pre School | Yes | | |
| **Public Toilets** | | | |
| Attenborough Park Public Toilet | No | | |
| Bald Hill Park Public Toilets | Yes | | |
| Ben Kavanagh Reserve Public Toilet | Yes | | |
| Birdwood Street Foreshore Toilet | Yes | | |
| Bristol Avenue Foreshore Toilet | Yes | | |
| Carrum Station Public Toilet | Yes | | |
| Chelsea Bicentennial Park Public Toilets | Yes | | |
| Chelsea Recreation Reserve Public Toilet | Yes | | |
| Chelsea Shopping Centre Public Toilets | Yes | | |
| Dingley Reserve Public Toilets | Yes | | |

| | | | |
|---|---|---|---|
| Dixon Street Foreshore Toilet | Yes | | |
| Dolamore Reserve Public Toilet | Yes | | |
| George Woods Reserve Public Toilet | No | | |
| Harding Ave Foreshore Public Toilet | Yes | | |
| Heatherton Park Public Toilet | Yes | | |
| Heatherton Recreation Reserve Public Toilet | No | | |
| Highett Library Precinct Public Toilet | No | | |
| Keeley Park Public Toilet | Yes | | |
| Kingston Heath Reserve Public Toilet | No | | |
| Le Page Park Public Toilet | No | | X |
| Mentone Florence St Public Toilet | Yes | | |
| Mentone Racecourse Reserve Public Toilet | Yes | | |
| Mordialloc Shopping Centreway Public Toilet | Yes | | |
| Mundy Street Foreshore Car Park Toilet | Yes | | |
| Namatjira Park Public Toilet | No | | X |
| Parkdale Shops Public Toilet | Yes | | |
| Parkers Road Foreshore Toilets | No | | X |
| Peter Scullin Reserve Public Toilets | In progress - 2021 | | X |
| Rosebank Avenue Public Toilet | Yes | | |
| Roy Dore Reserve Public Toilet | Yes | | |
| Sir William G Fry Reserve Public Toilet | No | | |
| The Grange Reserve Public Toilet | Yes | | |
| Victory Park Foreshore Toilet | Yes | | |
| **Scout & Guide Halls** | | | |
| 1st Mordialloc Scouts | Yes | | |
| 5th Mordialloc Scouts Hall | In Progress - 2021 | | |
| Aspendale Scouts | Yes | | |
| Bonbeach Scout Hall | No | | X |
| Bricker Reserve Scout Hall | No | | |
| Chicquita Park Scout Hall | Yes | | |

| | | | |
|---|---|---|---|
| Dingley Scout Hall | Yes | | |
| North Cheltenham Scouts Hall | Yes | | |
| Regents Park Scout and Guides Hall | Yes | | |
| Yet Kieu Sea Scout Hall Old | In progress - 2021 | | |
| Sport & Recreation Facilities | | | |
| Aspendale Life Saving Club | In progress - 2021 | In progress - 2021 | |
| Aspendale Tennis Club | No | No | |
| Australasian Golf Club | No | Yes | |
| Beazley Reserve Football Pavilion | No | No | |
| Beazley Reserve Tennis Pavilion | Yes | Yes | |
| Ben Kavanagh Pavilion | Yes | Yes | |
| Bert Thomas Pavilion | Yes | Yes | |
| Bonbeach Lifesaving Club | In progress - 2021 | In progress - 2021 | |
| Bonbeach Sports Complex Pavilion | Yes | TBC | |
| Bricker Reserve Pavilion | In progress - 2022 | In progress - 2022 | |
| Browns Reserve Pavilion | No | Yes | |
| Carrum Life Saving Club | Yes | Yes | |
| Chadwick Reserve Pavilion | In progress - 2021 | In progress - 2021 | |
| Chelsea Baseball Pavilion | No | TBC | |
| Chelsea Bowling Club | No | Yes | |
| Chelsea Lawn Tennis Club | No | No | |
| Chelsea Public Golf Club Clubhouse | No | No | |
| Chelsea Sportswomen's Centre | No | Yes | |
| Chelsea Surf Life Saving Club | No | No | X |
| Chelsea Yacht Club | In progress - 2021 | In progress - 2021 | |
| Clayton Bowls Club (Namatjira Park) | No | Yes | |
| Curwood Hall (Bonbeach Sports Reserve) | No | Yes | X |
| Dales Park Pavilion | Yes | Yes | |
| Dane Road Reserve Pavilion | Yes | No | |
| Deals Rd - Motorcycle Club | No | No | |

| | | | |
|---|---|---|---|
| Deals Road Reserve Pistol Clubhouse | No | No | |
| Dingley Tennis Club | Yes | Yes | |
| Dolamore Reserve Athletics Pavilion | No | No | X |
| Dolomore Reserve Tennis Pavilion | No | No | |
| Doug Denyer Reserve Pavillion - Mordialloc Tennis Club | No | No | |
| Edithvale Bowling Club | No | Yes | |
| Edithvale Common Pavilion | Yes | No | X |
| Edithvale Lifesaving Club | Yes | Yes | |
| Gerry Green Pavilion (Cliff Sambell Pavilion) | Yes | Yes | |
| Kingston Heath Reserve (Ron Brownlees Pavilion) | Yes | Yes | |
| Heatherton Recreation Reserve Sports Pavilion | No | TBC | |
| Highett Reserve Pavilion | Yes | No | |
| Highett Reserve - Combined Pavilion (Oval 2) | No | No | |
| Highmoor Uniting Tennis Club | No | TBC | |
| Jack Grut Reserve Pavilion & Changerooms | Yes | Yes | |
| Keeley Park East Pavilion | No | No | |
| Keeley Park West Pavilion | No | Yes | |
| Kerr Crescent Pavilion (Aspendale Gardens Sports Ground) | In progress - 2021 | In progress - 2021 | |
| Keys Road Reserve (Harold Caterson Reserve Pavilion) | Yes | Yes | |
| KH Wearne Reserve Baseball Pavilion | Yes | Yes | |
| Kingston Heath Soccer Complex Pavilion | No | Yes | |
| LePage Park Sports Pavilion | In progress - 2021 | In progress - 2021 | |
| LePage Tennis Club | No | No | |
| Locomotive Society Clubhouse | No | No | |
| Longbeach Tennis Club (Roy Dore Reserve) | In progress - 2022 | In progress - 2022 | |
| Mentone Life Saving Club (Spunner Pavilion) | In progress - 2021 | In progress - 2021 | |
| Mentone Reserve G H Soppett Pavilion | Yes | Yes | |
| Moorabbin Bowling Club | No | Yes | |
| Moorabbin RDA | Yes | Yes | |
| Mordialloc Bowling Club | No | Yes | |

| | | | |
|---|---|---|---|
| Mordialloc Life Saving Club | Yes | Yes | |
| Mordialloc Motor Yacht Club | No | No | |
| Mordialloc Sailing Club | No | No | |
| Namatjira Park Sports Pavilion | No | No | X |
| Parkdale Bowling & Social Club | Yes | Yes | |
| Parkdale Tennis Club | No | Yes | |
| Parkdale Yacht Club | Yes | Yes | |
| Patterson Lakes Tennis Club | No | TBC | |
| Pony Club Pavilion | Yes | No | |
| Regents Park Football Pavilion | In progress | In progress | |
| Rowan Road Reserve Netball Pavilion | Yes | Yes | |
| Rowan Road Reserve Tennis Pavilion | Yes | Yes | |
| Roy Dore Reserve Pavilion | Yes | Yes | |
| Souter Pavilion | In progress - 2022 | In progress - 2022 | |
| Souter Reserve Sports Club Pavilion | In progress - 2022 | In progress - 2022 | |
| Southern Road Reserve Pavilion | Yes | Yes | |
| The Grange Reserve Soccer Pavilion | No | No | |
| The Grange Reserve Tennis Club | No | No | |
| Tom Johnston Pavilion | No | In progress - 2021 | |
| Val Connor Pavilion (Glen St Reserve) | No | No | X |
| Walter Galt Reserve Pavilion | No | No | X |
| Waves Leisure Centre | Yes | Yes | |

# Council Meeting

**27 September 2021**

**Agenda Item No: 9.4**

# CON-21/-044 ESTABLISHMENT OF SPECIALIST SPORTS LIGHTING CONTRACTOR PANEL

**Contact Officer: Fiona Baxter, Team Leader Capital Projects**

## Purpose of Report

The purpose of this report is to seek Council's approval for the establishment of an approved specialist sports lighting panel of suitably qualified electrical contractors, to facilitate the installation of sports lighting across Council's sporting facilities until 30 June 2024.

The establishment of a pre-qualified specialist sports lighting panel will enable Council to provide a flexible and responsive service to users of Council's sporting facilities and to respond to funding opportunities as they arise.

## Disclosure of Officer / Contractor Conflict of 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. Receive the information and the confidential Tender Evaluation Matrix for Con 21/044 attached to this report;
2. Appoint the following contractors to Council's Specialist Sports Lighting Contractors Panel (Contract 21/044) until 30 June 2024:
    - IPower (VIC) Pty Ltd as trustee for The I & J Zadel Family Trust (t/a Power Street Electrics)
    - Sonec Services Pty Ltd (t/a Ultraelec Electrical Services)
    - Pulse Technical Services Pty Ltd (t/a D&A Lighting Systems)
    - Commlec Services Pty Ltd
    - High Access Cabling Pty Ltd ATF The HAC Trust (t/a High Access Cabling Pty Ltd)
    - Wallgates Pty Ltd (t/a Wallgates Electrical Services)
    - REES Electrical Pty Ltd (t/a LED Sports Lighting Australia)
3. Note the confidential Tender Evaluation Matrix for Con 21/044 attached to this report.

## 1. Executive Summary

Council's commitment to providing quality, safe and compliant infrastructure for use by Kingston's community requires the engagement of suitably qualified specialist sports lighting contractors to undertake improvements across Council's sporting facilities as and when funding allows.

To achieve this, officers have sought Expressions of Interest for the establishment of a specialist sports lighting contractor panel (Con 21/044), which will replace the current panel, which has recently expired. The new panel will run for a term of three (3) years until 30 June 2024. Subject to approval and establishment of the proposed pre-qualified contractor panel, tenders and quotations will be sought from approved panel contractors for specialist sports lighting work required by Council throughout the life of the Panel.

## 2. Background

Council's commitment to providing quality, safe and compliant infrastructure for use by Kingston's community requires the engagement of suitably qualified specialist sports lighting contractors to undertake sports lighting improvements to Council's sporting reserves and facilities over the next 3 years.

Expression of Interest requests were sought from suitably qualified registered electrical contractors via tenders on-line, which closed at 2.00 p.m. on 1 July 2021.

In total, fourteen (14) submissions were received by the closing date and these are set out within the confidential attachment detailing the submissions received, together with the Tender Evaluation Panel's rankings for each contractor. It is noted that a submission was also received from an electrical designer (rather than electrical contractor) who had apparently misunderstood the nature of the tender. This submission was considered non-conforming and was not the subject of further review by the Tender Evaluation Panel

The Tender Evaluation Panel has assessed the submissions and recommend that, in order to provide Council with sufficient contractor capacity and to manage business risk, a total of seven (7) contractors be appointed as a standing prequalified panel under Contract 21/044 for a period of 3 years up to 30 June 2024.

## 3. Discussion

### a. 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

The availability of a panel of prequalified, competent electrical sports lighting contractors will provide Council with an effective means of installing compliant sports lighting at Council sporting facilities as opportunities arise.

### b. Consultation/Internal Review

The tender specification for Con 21/044 has been developed in consultation with Council's Procurement Department and Council's Sport & Recreation Team, as the primary user of the proposed Panel.

### c. Operation and Strategic Issues

Tender Evaluation

The Tender Evaluation Panel comprised the following officers:

- Fiona Baxter, Team Leader Capital Projects
- Kim Forbes, Strategic Coordinator Leisure facilities
- Justin Collin, Capital Projects Officer

CRITERIA

- Demonstrated experience in Sports Ground Lighting projects
- Resourcing to deliver works
- Capacity to meet time frames and operate within cost constraints

Background Financial checks are currently underway in relation to each of the proposed contractors. All contractors will also be required to be compliant with Council's OHS management system in advance of undertaking works.

The detailed Tender Evaluation Panel's assessment is attached as a confidential attachment to this report. It is recommended that the following contractors be appointed to operate as an approved panel of specialist sports lighting contractors to deliver the requirements of Con 21/044 for a period of three years until 30 June 2024:

- IPower (VIC) Pty Ltd as trustee for The I & J Zadel Family Trust (t/a Power Street Electrics)
- Sonec Services Pty Ltd (t/a Ultraelec Electrical Services)
- Pulse Technical Services Pty Ltd (t/a D&A Lighting Systems)
- Commlec Services Pty Ltd
- High Access Cabling Pty Ltd ATF The HAC Trust (t/a High Access Cabling Pty Ltd)
- Wallgates Pty Ltd (t/a Wallgates Electrical Services)
- REES Electrical Pty Ltd (t/a LED Sports Lighting Australia)

## 4. Conclusion

### a. Environmental Implications

Environmental considerations regarding lighting will be managed via the design process and will ensure consideration of durable, energy efficient products that can be easily sourced and effectively maintained.

### b. Social Implications

The appointment of a panel of competent sports lighting contractors to undertake the improvement of sports lighting at Council's sporting reserves and facilities will ensure that these assets are safe, compliant and maintained to a suitable standard required by the various sporting codes governing Council's sporting facilities, ensuring that the community are supported by providing safe and compliant facilities.

**c. Resource Implications**

The appointment of a panel of competent, pre-qualified specialist sports lighting contractors for use across Council's sporting facilities will help to improve the efficiency and effectiveness of Council's delivery of its planned works program. The use of the panel will reduce the time taken in evaluating and appointing individual separate contractors to deliver Council projects, saving officer time and costs incurred in undertaking due diligence assessments. Projects will be funded through the sports lighting renewal funding allocation with an estimated spend over the next 3 years of $1.5M.

**d. Legal / Risk Implications**

The use of the Panel will ensure that contractors are fully compliant with Council's contractual requirements and that their ongoing compliance will be monitored throughout the operation of the contract. In doing so, this will ensure that Council meets its legal obligations and mitigates its risks relating to procurement and OHS compliance.

## Appendices

Appendix 1 - Confidential Tender Evaluation Matrix (Ref 21/214960) - Confidential

| | |
|---|---|
| Author/s: | Fiona Baxter, Team Leader Capital Projects |
| Reviewed and Approved By: | Steve Lewis, Manager Community Buildings |
| | Mauro Bolin, General Manager Community Sustainability |

# Council Meeting

**27 September 2021**

**Agenda Item No: 9.5**

# CON-21/053 - ASPENDALE LIFE SAVING CLUB - AWARD OF CONTRACT

**Contact Officer: Fiona Baxter, Team Leader Capital Projects**

## Purpose of Report

The purpose of this report is to seek Council approval to award Contract CON- 21/053 Aspendale Life Saving Club project to the recommended tenderer from the tender submissions received.

## Disclosure of Officer / Contractor Conflict of 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. Receive the information and note the outcome of the tender assessment process for Contract 21/053 – Aspendale Life Saving Club project, as set out in confidential Appendix 1 attached to this report.
2. Award Contract 21/053 – Aspendale Life Saving Club project for the final adjusted fixed lump sum price of $4,225,250 (exclusive of GST) to 2Construct Pty Ltd.
3. Approve the allocation of a separate contingency, as set out in the attached confidential Appendix 2, and delegate authority to the CEO, or nominee, to expend this allowance to ensure the successful completion of the project.
4. Note the re-allocation of savings from other projects within the Capital Programme to the Aspendale Life Saving Club project, as referenced in section 3.6 of this report and in Confidential Appendix 2 attached.

## 1. Executive Summary

Tenders have been sought for the redevelopment of the Aspendale Life Saving Club project via open tender procedure. This report is seeking Council's approval to award Contract 21/053 – Aspendale Life Saving Club project to 2Construct Pty Ltd for an adjusted lump sum price of $4,225,250 (ex GST), to redevelop this facility which is required to support emergency service provision on the Aspendale foreshore. The report outlines the tenders received and the outcome of the tender evaluation process followed to arrive at the recommendations proposed.

## 2. Background

In accordance with the resolution of Council on 23 April 2019, officers have now completed detailed design and consultation for the redevelopment of the Aspendale Life Saving Club and have sought tenders via an open tender procedure for the construction of the proposed new facility.

Tenders have been received and evaluated and officers are now seeking approval to award Con-21/053 to the contractor considered by the Tender Evaluation Panel to offer best value to Council. Contractors who have submitted tenders have undergone a series of assessments in relation to insurances, experience, organisational capacity, financial status, OHS systems and compliance.

## 3. Discussion

### 3.1 Council Plan Alignment

Goal 1 - Our well-planned, liveable city supported by infrastructure to meet future needs
Direction 1.2 - Effectively influence the urban and architectural design of the City

The proposed construction of the new Aspendale Life Saving Club is in direct response to the age and poor condition of the existing building at the site and the need to support the ongoing provision of emergency service delivery at a public beach which attracts several thousand visitors each summer.

### 3.2 Consultation/Internal Review

Consultation has previously been undertaken with a range of internal and external stakeholders, who have contributed towards the design of the proposed new facility.

The City Development Department also undertook public notification of the proposed project as part of the relevant statutory planning process. It is noted that the project was the subject of an appeal to VCAT where it was determined to support the project subject to permit conditions.

Subject to approval by Council, officers will provide further information to the public on the project and its implementation programme.

### 3.3 Operation and Strategic Issues

3.3.1 Tender evaluation

Tenders closed at 12.00pm on Monday 26 July 2021, at which point seven (7) tender submissions were received from the contractors listed below:

| *Tender Submissions Received at Close of Tender Period (in alphabetical order)* |
|---|
| 2Construct Pty Ltd |
| Allmore Constructions |
| Ausbuild Constructions |
| Devco Project and Construction Management Pty Ltd |
| ECC United Pty Ltd |
| Fimma Constructions Pty Ltd |
| United Commercial Projects |

| *Tender Offers Received at close of Tender Period (excluding GST) (in lowest to highest order)* |
|---|
| $3,747,358.00 |
| $3,764,064.00 |
| $3,919,554,71 |
| $4,479,469.00 |
| $4,498,195.00 |
| $4,997,002.00 |
| $5,547,210.00 |

The Tender Evaluation Panel (TEP) comprised of the following officers:

- Steve Lewis – Manager, Community Buildings
- Fiona Baxter –Team Leader, Capital Projects
- Justin Collin – Capital Project officer
- Brad Lewis – Foreshore Coordinator

Others attended in a technical advisory or representative capacity as follows:

- Andrew Trippet (NBRS Architects – Technical Advisor)
- John Vasco (NBRS Architects – Technical Advisor)
- Chad Henry (Club Representative - Observer)

The evaluation criteria used to evaluate all tenders under Con 20/132 were as follows:

(i) PASS/FAIL Criteria

- Attendance at compulsory site visit
- Demonstrated experience delivering foreshore building projects
- Compliance with Council's OHS, Environmental and Insurance requirements
- Independent assessment of financial capacity of organisation / business

(ii) Weighted Scored Criteria

- Price / financial benefit to Council – 40%
- Site specific construction methodology – 25%
- Specific experience related to coastal projects – 20%
- Capacity and resourcing – 10%
- Corporate social responsibility – 5%

Following close of tenders and based upon the application of the Pass/Fail criteria, the TEP identified that a total of three (3) tenderers had provided sufficient evidence to progress to the next stage of evaluation.

As the tender submissions received from the three (3) tenderers that had met the Pass / Fail criteria exceeded the available budget, the TEP undertook interviews with only the two (2) lowest valid tenderers in order to negotiate a reduced tender price, based on suitable potential savings options.

As a result of the above process, the following final adjusted base scope lump prices for the two (2) short listed contractors who proceeded to interview stage are as follows:

| ***Adjusted Tender Amount – inclusive of nominated savings (ex GST)*** ***(in lowest to highest order)*** |
|---|
| $4,225,250.00 |
| $4,277,259.49 |

Based on the revised fixed lump sum offers detailed in this report and the attached confidential Tender Evaluation Matrix, it is recommended that Council agree to award Contract 21/053– Aspendale Life Saving Club project for the revised lowest fixed lump sum price of $4,225,250 (exclusive of GST) to 2Construct Pty Ltd on the basis that they provide Council with the best available value.

The confidential Tender Evaluation Matrix is attached to this report for Councillor information (please see Appendix 1).

In addition, Council is also asked to approve the allocation of a separate project contingency allowance, as identified in the attached confidential appendix, and to

delegate authority to the CEO (or nominee) to expend this allowance to expedite the successful implementation of the project.

Council is also recommended to note and approve the budget implications arising from this report, as set out within Appendix 2.

3.1.1 Programme of Works

Subject to Council approval, the redevelopment of the Aspendale Life Saving Club is expected to commence on site during November 2021 and is anticipated to be completed by late 2022, in advance of the 2022/23 patrol season.

Arrangements have been made to support the Aspendale Life Saving Club throughout the construction works via provision of temporary facilities located in the car park at Gnotuk Avenue, to the south of the site.

## Conclusion

### 3.4 Environmental Implications

Relevant due diligence /site investigations including soil and vegetation assessments have been undertaken at the outset of the design process for this project. The design of the proposed new building has been developed in accordance with Council's Environmental Sustainability Design Policy, which guides the environmental design standards for Council buildings.

### 3.5 Social Implications

The new Life Saving Club building will provide modern, fit for purpose facilities to support volunteer life savers and associated provision of emergency services designed to keep visitors to the beach safe. The current building is aged and fails to meet modern standards - this is a limiting factor in terms of the Club's ability to provide optimal aquatic safety education and training.

### 3.6 Resource Implications

A breakdown of the final total project expenditure for the Aspendale Life Saving Club, based on the award of Contract 21/053 as recommended, is included as a confidential Appendix to this report (Appendix 2).

It is noted that the cost of the recommended works initially exceeded the available budget, as set out in Table A in Appendix 1. As a result, a value management exercise has been undertaken and additional capital provision has been made to correct the budget (see Table B, Appendix 1). Councillors should note that this additional provision is included within the Draft Capital Programme which has been reported to CIS in August 2021 and will be formally adopted by Council when considering the revised FY21/22 budget in October 2021.

It should also be noted these adjustments have been able to be achieved through re-allocation of savings on other projects from within the Capital Programme, in particular other Life Saving Club projects which have benefited from previous favourable tender results reported to Council. The net impact of this, is that the suite of current Life Saving Clubs projects will be able to be delivered within the original approved total budget envelope for these projects.

(It is noted that a formal Funding Agreement is in place between Council and the Emergency Services Infrastructure Authority (ESIA) in relation to this project).

### 3.7 Legal / Risk Implications

The existing life-saving club building is aged and not in ideal condition. It is not able to adequately support the Club's future operational needs and fails to meet community expectation with regard to community / emergency services infrastructure.

If redevelopment is not pursued, Council would need to consider costly maintenance work for the facility to remain viable in the harsh coastal environment in which the facility is located.

Failure to provide appropriate community infrastructure is likely to have reputational risks for Council and will impact on future residents needs in this part of the municipality.

## Appendices

Appendix 1 - Confidential Appendix 1 Tender Evaluation Matrix (Ref 21/208848) - Confidential

Appendix 2 - Confidential Appendix 2- Financial Breakdown (Ref 21/209430) - Confidential

Appendix 3 - Certificate of Compliance (Ref 21/208011)

| | |
|---|---|
| Author/s: | Fiona Baxter, Team Leader Capital Projects |
| Reviewed and Approved By: | Steve Lewis, Manager Community Buildings |
| | Mauro Bolin, General Manager Community Sustainability |

# 9.5

# CON-21/053 - ASPENDALE LIFE SAVING CLUB - AWARD OF CONTRACT

**1 Certificate of Compliance ..... 213**

CERTIFICATE OF COMPLIANCE

AMALGAMATED COUNCILS OF VICTORIA

# 2Construct Pty Ltd

Have been assessed and have provided sufficient evidence to be Compliant as a Level 1 Contractor within the Amalgamated Councils of Victoria OHS Contractor management system.

Date: Sunday, 21 February 2021

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

City of KINGSTON

# 10. City Assets and Environment Reports

# Council Meeting

**27 September 2021**

**Agenda Item No: 10.1**

# RESPONSE TO RESOLUTION - THE NEED TO LOCATE VEGETATION OFFSETS LOCALLY; 3:1 TREE UPDATE AND OVER 8 METRE TREE REPORTING

**Contact Officer: Emily Boucher, Manager Parks & Open Space**

## Purpose of Report

This report responds to Council resolution 39/2019 – The need to locate vegetation offsets locally and provides details on why no public or private land within Kingston meets the Department of Environment, Land, Water and Planning (DELWP) offset criteria.

This report also provides Councillors with an operational update on 3:1 tree planting and proposes enhancements to the 8 metre tree removal reporting, as well as provide strategic context for the development of the Urban Forest Strategy.

## Disclosure of Officer / Contractor Conflict of 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 report;
2. Note that vegetation offset opportunities have been investigated on private land in Kingston, including golf courses, and that no sites meet the offset criteria established by the Department of Environment, Land, Water and Planning (DELWP);
3. Continue to seek replacement planting at a 3:1 ratio on land where practicable and possible;
4. Reaffirm the first action under Priority Area 5 from the Climate and Ecological Emergency Response Plan which is to scope, commission, finalise and implement Council's Urban Forest Strategy aimed at significantly expanding vegetation and tree canopy cover across Kingston; and
5. Receive more frequent reports for applications for trees exceeding eight metres in height and note that Councillors will have three business days to request additional information on any applications or to request that the matter be considered by Council.

## 1. Executive Summary

A series of Council resolutions sought to explore if Council is able to provide vegetation offsets within the City of Kingston.

Investigations (including six sites specifically proposed) have revealed that no public or private land within the municipality fits the strict criteria established by DELWP for native vegetation offsets. In addition, due to the high value of land, high cost of establishment and relatively small return, revegetation on private land is not financially viable.

As part of the Climate and Ecological Emergency declaration made on 28 January 2020, Council resolved to "*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, and that other native vegetation that is removed is replaced twofold as close as possible to where it has been removed from…*".

In Councils Climate and Ecological Emergency Response Plan (adopted on 26 July 2021) under *Priority Area 5 – Draw Down or Sequester Carbon from the Atmosphere* the first action is to 'scope, commission, finalise and implement Council's Urban Forest Strategy aimed at significantly expanding vegetation and tree canopy cover across Kingston.'

In March 2020 Council resolved:

1. *Council receive ongoing reports at CIS to inform Councillors of any trees proposed to be removed within the municipality that are 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 except in cases where the tree is posing a serious risk requiring more prompt removal.*

The provision of these reports monthly is delaying the Council assessment process and impacting on our responsiveness to customers. This report suggests that information regarding tree removals over 8 metres is provided to Councillors more frequently, similar to the reporting process currently in place for Planning Applications.

## 2. Background

Vegetation Offsets

In Victoria, the native vegetation removal regulations state that a permit is usually required to remove, destroy, or lop native vegetation, and are primarily implemented through local Council Planning Schemes.

The DELWP Guidelines for the removal, destruction or lopping of native vegetation (the Guidelines) outlines how native vegetation removal is assessed and offset. These are included as Appendix 1. The Guidelines are an incorporated document in all Victorian Planning Schemes. The Guidelines outline how offsets are calculated and established to compensate for the loss of biodiversity value from the removal of native vegetation.

At the 22 July 2019 Council Meeting, Notice of Motion No 39/2019 – The Need to Locate Native Vegetation Offsets Locally was resolved by Council. It stated:

> *That Council officer endeavour to locate offsets for native vegetation removal incurred by Council and (if possible) road and other authorities in Kingston (in respect of infrastructure and other development projects) within Kingston where suitable offset sites are available.*

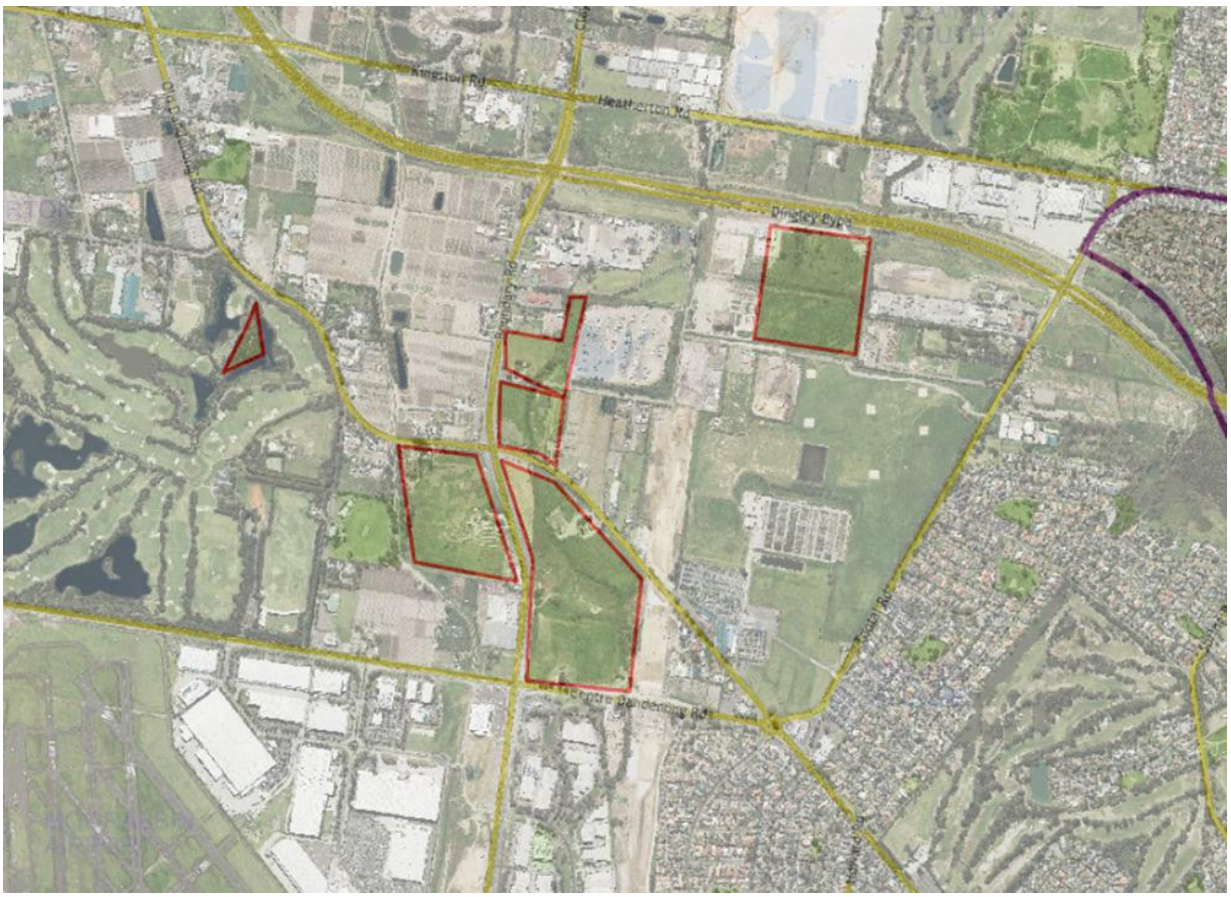
A response to that resolution was provided at the 25 May 2020 Council Meeting with the following recommendation:

1. *That officers endeavoured to locate suitable native vegetation offset sites within Kingston and found that none currently exist; and*
2. *That there is currently no Council owned land to meet the requirements for the creation of an offset site.*

Council resolved:

*That Officers continue to investigate which privately-owned sites may be feasible as future offset sites, prior to negotiating with the owners of any such sites that look to be feasible. This investigation should include golf courses, once the ecological assessment pursuant to Council's October resolution has been undertaken.*

At that meeting six properties were suggested as being potentially suitable, these are shown below.



DELWP's Native Vegetation Offset Credits for Native Vegetation Removal program has strict requirements when an approval or permit to remove native vegetation is granted.

An offset compensates for biodiversity losses arising from native vegetation removal. An offset site provides long term security for native vegetation to improve native vegetation conditions. DELWP describes these improved outcomes for biodiversity as 'gain'.

An offset can be the ongoing protection and management of:

- A patch of native vegetation
- One or more scattered trees; or
- An area of revegetation.

The Guidelines outline the strict eligibility requirements for offset sites. This includes:

- Current and future land use(s) must be compatible with managing the native vegetation for conservation.
- Native vegetation must be managed to reduce the risk of bushfire.
- Native vegetation cannot already be used to offsetting or a vegetation related incentives or grant program.
- The native vegetation to be protected is not subject to a current agreement or initiative to generate carbon credits.
- The landowner or manager can control significant threats to the condition of the native vegetation.
- The offset cannot be established within 50 metres of a dwelling or any area (building envelope) that will or may be used as a dwelling in the future (distances can be reduced with written approval).
- Crown Land only being used for offset purposes when species offsets are not available on freehold land or for offset clearing of Crown Land.
- Freehold land must be entered into a secure agreement with the relevant statutory body and must include a legally enforceable provision with no termination date and be registered on the land title.

There are a series of assessments and calculations required to determine the amount of offset required in order to achieve 'gain'. Trading is undertaken for offset credits based on the General Habitat Units (GHU) score of what is being cleared and what is being created.

All Kingston investigated sites had similar GHU scores per hectare due to the similar location and benefit for habitat values. The average GHU across the sites is 0.070 GHU per hectare. The current market value of a GHU is $140,000, and this would equate to a maximum return of $9,800 per hectare of offset for the landowner. However, land value for these sites was assessed to be an estimated $1M per hectare.

There are also costs required to establish the site, with $20,000 required for the first year of works and ongoing maintenance costs. The ongoing management plan of an offset site must be developed, including 10 years of management commitments and must include the following minimum requirements:

- Retain all trees, including dead trees that are standing;
- Exclude stock and other threats;
- Ensure that weed cover does not increase beyond the current level;
- Monitor for new and emerging weeds and eliminate to less than one percent;
- Retain all logs, fallen timber and organic litter;
- Control rabbits;
- For grassland vegetation types biomass management may be required;
- When the offset is a scattered tree, at least five recruits need to regenerate, or be planted in the area around each protected scattered trees. The recruits must be native canopy trees species as specified in the relevant bioregional EVC benchmark.
- If the recruits die during the life of the 10-year management plan they must continue to be replaced until at least five recruits are established;

- For revegetation offsets, the revegetation must be in accordance with the minimum planting standards specified in the Guide.
- Report annually on management actions.

The requirements for the establishment and ongoing maintenance of offsites sites is onerous, but this is to ensure the long-term security for native vegetation and improve vegetation, in order to achieve 'gain'.

3:1 Tree Replacement

At the 28 January 2020 Council Meeting, Council declared a Climate and Ecological Emergency. A twelve-part resolution was passed which included:

> *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 by at least three trees, that other vegetation that is removed it 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.*

On 23 March 2020, in response to the Climate and Ecological Emergency declaration Council resolved:

> *A further workshop will be undertaken with Councillors and PSAEC to further explore and scope how Council might respond to point eight of the Notice of Motion regarding 3:1 native vegetation replacement.*

The Climate and Ecological Emergency Response Plan adopted by Council on 26 July 2021. Under *Priority Area 5 – Draw down or sequester carbon from the atmosphere* an action is to "scope, commission, finalise and implement Council's Urban Forest Strategy aimed at significantly expanding vegetation and tree canopy cover across Kingston. Specific objectives include:

- Protecting existing vegetation and canopy cover (private and public land)
- Expanding vegetation and canopy cover (private and public land)
- Strengthen biodiversity and habitat using appropriate native species, and restore natural resource area ecosystems where possible
- Reduce urban heat island effects
- Contributing to draw down (the removal of carbon from the atmosphere)"

a) Replacement Planting on Council Land

Currently, only trees over 8m in height that area removed are reported. Work is currently being undertaken to explore technology improvements to enhance future data management and reporting.

The number of trees over 8m in height removed on public land over the preceding twelve months is around 1,500.

Street and Park tree planting in preceding years has been:

2018/19: 2,442
2019/20: 1,933 (impacted by COVID as tree planting was deemed non-essential)
2020/21: over 3,000

If we assume 1,500 tree removals as an annual average, even with the planned planting of 4,000 street trees and 300 park trees in 2021/22, this would be 200 trees below the 3:1 replacement ratio. However, it does not account for revegetation works undertaken in Council Natural Resource Areas or the Foreshore as these areas report on overall vegetation plantings, not only specifically trees.

Through the development of the Urban Forest Strategy, public land availability for planting will be assessed to understand which locations can support increased vegetation/canopy cover without compromising other existing or future land uses (excluding Council NRA sites which already have comprehensive management plans adopted via Biodiversity Strategy 2018).

As per Council resolution, considering operational constraints including budget, land availability and future development, the maximum number of trees will be planted on Council land to ensure canopy increase and net vegetation gain recognising that each site will require a tailored approach.

Work is progressing to understand how and where Council can achieve these vegetation increases through the following initiatives:

- The Urban Forest Strategy
- Investment in asset and data management systems
- Providing increased dedicated resources to focus on the management of our urban forest, including a new Team Leader Urban Forest and two additional resources

b) Replacement Planting on Private Land
**Planning**

As well as exploring how to achieve native vegetation offsets as described above consideration has been given to 3:1 tree replacement on private land through the Planning Scheme and Local Law applications. These include:

- In the Vegetation Offsets section the Planning Scheme already provides for ‘native vegetation’ requirements at Clauses 12.01-1S and 12.01-2S, as well as Clauses 52.16 and 52.17. Given this already exists, no other instrument, such as the Community Local Law, can duplicate, overlap or conflict with what is already addressed through the Planning Scheme.
- The need for a technical rationale and strategic justification to support the 3:1 rule if it is to be implemented into the Kingston Planning Scheme. This will be investigated through the formulation of the Housing Strategy and Urban Forest Strategy.
- The relationship with the drafting of the local law and whether it can be relied upon to provide nexus between the approval being sought and the condition being required for replacement planting.
- The impact on development feasibility if the 3:1 rule requires replanting of canopy trees on the same site, particularly for smaller multi-unit developments, and the ability to defend and enforce this requirement through the VCAT.

The Kingston Planning Scheme does recognise the importance of landscaping by acknowledging the State Planning Policy Framework and tools like the Vegetation Protection Overlay and Environmental Significance Overlays.

Where vegetation controls exist in a Scheme and apply to land, the VCAT does take the issue seriously and there are case examples where applications are refused based on the grounds of not supporting the removal of significant vegetation or appropriate protection measures being addressed.

However, for Kingston we have a lack of vegetation protection as our Local Policy and Overlay controls are not robust enough (we have less than 10 sites with a VPO). Our controls tend to encourage development with little emphasis on vegetation protection, and a greater focus on replanting. The Local Law has historically been the instrument which influences where larger trees can or cannot be removed.

Currently the Local Policy in the Kingston Planning Scheme has some general statements about landscaping including:

- Protect areas / elements in the built form and natural landscape which have an identified and valued character and/or recognised cultural significance
- To ensure that landscaping and trees remain a major element in the appearance and character of the municipality's residential environments.
- Encourage the retention of existing semi-mature and mature canopy trees wherever possible
- Unless significant existing vegetation is to incorporated as part of the redevelopment, encourage the planting of semi-mature canopy trees with spreading crowns in front setbacks and open space areas, with at least one semi-mature tree with a spreading canopy provided in the front setback area

In particular the last dot point within the policy only calls for one tree in the front setback, which is generally less than what would be sought or accepted as part of a landscape response on a development site.

Given the majority of sites do not include any additional vegetation protections, such as an overlay control, the above policy and state-wide policy is currently relied upon to justify design changes or refusal on landscaping related grounds.

The Housing Strategy is seeking to enhance the existing Local Policy and introduce very detailed guidelines regarding vegetation retention and landscape design to respond to aesthetic, ecological and urban heat considerations.

As per previous resolutions, constructive conversations are occurring with customers to improve landscape outcomes, with a strong focus on protecting trees since there is an intent to achieve net gain across all private land. Council should note that in the circumstances that these requirements are tested at the VCAT the prospect of defending the 3:1 requirement through the VCAT is presently low.

**Local Law**

A permit for tree removal under the Community Local Law 2020 is only required for protected trees. The local law defines a protected tree as:

a) tree with a trunk circumference greater than 110 centimetres measured at its base; or:
b) multi-stemmed tree where the circumference of its exterior stems measured at its base is greater than 110 centimetres; or
c) tree planted as required by a replanting condition of a permit issued for the removal of a protected tree,

Excluding species which are environmental weeds or noxious weeds.

Once an application is lodged, Council vegetation officers carry out a site inspection and undertake an assessment of the tree against the relevant criteria set under Clause 42B.1-42B.5 of the Community Local Law.

As part of its assessment the height of the tree proposed to be removed is identified to enable it to be included on the list in response to NOM 9/2020 – Tree Removal.

The Community Local Law was amended in 2017 to introduce the ability to create a replacement planting condition. A good rate of replacement planting is being achieved and importantly Council is having significant influence over the type of replacement planting. Whilst a new requirement to provide replacement planting 'up to a ratio of 3:1' is being applied, there are occasions where this outcome can be difficult to achieve due either to space available or significant concern raised by the customer regarding the manner in which they wish to utilise their garden (which will often vary in size pending the site).

As part of the 2020 Local Law review, legal advice was sought. The Maddocks Lawyers legal advice indicates (see Confidential Attachment Two) was that Clause 42 of the Local Law clearly intends to promote and protect the amenity of the municipal district, thereby a condition on a permit to plant a tree that replaces a protected tree which is removed is consistent with the intent of Clause 42 (see page 6 of legal advice).

However legal advice provided by HWL Ebsworth Lawyers (Attachment Three) is clear that in their legal opinion requiring replacement planting at a rate of three new trees to every removed tree would not be lawful as it lacks a permit trigger. They also site a lack of nexus between the condition imposed and the purpose of the local law; that the condition on a permit must fairly and reasonably relate to the purpose of the permit or the local law.

The Maddocks advice is preferred given its experience in aiding a significant number of clients in reviewing and draft Local Laws. Following discussions with Councillors additional advice has been sought to confirm the view of Maddocks that replacement planting could include more than one tree. The advice indicates that Council could require, as a condition of permit (Local Law) to remove a protected tree, the planting of more than one replacement tree. The assisting officer must consider, on each occasion, whether it is reasonable and appropriate in the circumstances to do so.

Further work through the development of the Urban Forest Strategy will investigate the most effective mechanisms for tree and vegetation protection and expansion through both the Planning Scheme and Local Law.

<u>Over 8 metre Tree Reporting</u>

In March 2020 Council resolved via NOM 9/2020 – Tree Removal:

1. *Council receive ongoing reports at CIS to inform Councillors if any trees 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 provide to Councillors with enough time to consider the tree removal at an Ordinary Council Meeting if required except in cases where the tree is posing a serious risk requiring more prompt removal.*

Officers have presented monthly reports since that time; documenting proposed tree removals from public land through Council developments such as pavilion redevelopments and open space construction, cyclical inspections under the programmed tree service contract, and reactive tree removals.

The report also includes trees over 8 metres proposed to be removed from private land, via planning applications and local law permits. Most months there are at least 30 applications for private tree removals.

Having had the monthly report in place for 12 months an enhanced level of service would be provided through a more frequent report (where required) listing proposed trees to be removed circulated to Councillors with a three (3) day period then provided for Councillors to 'call in' or seek further information on any application. This would allow for a timelier response to customers.

## 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

Protecting existing trees and expanding tree and vegetation coverage across the municipality is important for our response to the Climate and Ecological Emergency. Doing this is in a consistent, transparent and legal manner is important.

### 3.2 Consultation/Internal Review

Council's Property Services provided information on estimated land values to assist with the calculations for offset vegetation.

The Department of Environment, Land, Water and Planning (DELWP) was consulted on the suitability of using the proposed sites as an offset and provided draft reports for each site.

The Climate and Ecological Emergency Response Plan was adopted by Council following extensive public consultation.

Legal advice was provided regarding 3:1 tree planting.

Officers across the Open Space Department, Active Kingston, Compliance and Amenity, City Development and City Strategy have assisted with components of the report.

## 4. Conclusion

Council has a strong commitment to protect, expand and enhance the Urban Forest in Kingston. Unfortunately, due to the strict DELWP site criteria for the establishment and ongoing maintenance requirements for vegetation offsites sites, it is not feasible for any public or private land in the City of Kingston to be used for this purpose, and it is recommended that Councillors note and accept these findings.

Through the development of the Urban Forest Strategy, strong investment in asset management systems and an increase in resourcing, proactive planning will be undertaken to ensure that the intent of the 3:1 resolution that "*there is a Net Gain of trees and of native vegetation in Kingston*" is being achieved on Council land, and locations for replacement tree planting will be identified. Should this not be possible in certain areas, options will be discussed with Council.

Significant effort is being made to encourage the provision of 3:1 replacement trees on private land by Council through interactions with customers. Further investigations into other mechanisms for tree and vegetation protection and expansion through both the planning scheme and local law will be undertaken as part of the Urban Forest Strategy development.

It is recommended that a more frequent report similar to Planning Applications be implemented to enhance customer responsiveness and ensures Council maintains oversight of this process.

**4.1 Environmental Implications**

Protecting, expanding and enhancing the Urban Forest is an important response to the Climate and Ecological Emergency. Due to the strict DELWP criteria for the establishment and ongoing maintenance requirements for vegetation offsets sites it is not feasible for any public or private land in the City of Kingston.

The development of the Urban Forest Strategy, coupled with strong investment in asset management systems and an increase in resourcing, Council can have confidence that overall, there will be a net gain of trees and native vegetation across Council land. Whilst Council endeavours to achieve vegetation protection and expansion, further investigations are required into the most effective mechanisms for tree and vegetation protection on private land.

**4.2 Social Implications**

There is clear evidence that mental and physical health is improved by access to nature. Improving the quantity and quality of open space will provide health benefits to our community.

**4.3 Resource Implications**

The current process of detailed and formal monthly reporting of applications for tree removal over 8 metres leads to poor customer experiences. More frequent reporting aligned with Councillor Information Sessions will be trialled and managed through internal resourcing.

Council continues to invest in vegetation and tree planting and management with $1.47M committed in the 2021/22 budget.

**4.4 Legal / Risk Implications**

Continuing to pursue outcomes through planning and local law permits, which are not legal defendable, places Council in the position of such conditions being challenged. Further investigations into the most effective mechanisms for tree and vegetation protection and expansion through both the planning scheme and local law will be undertaken as part of the Urban Forest Strategy development.

## Appendices

Appendix 1 - DELWP Guidelines for the removal, destruction or lopping of native vegetation 2017 (Ref 21/173725)

Appendix 2 - Maddocks Lawyers - advice Local Law proposed amendments - 16 June 2020 (Ref 20/131966) - Confidential

Appendix 3 - HWL Ebsworth Lawyers Advice (Ref 20/116364) - Confidential

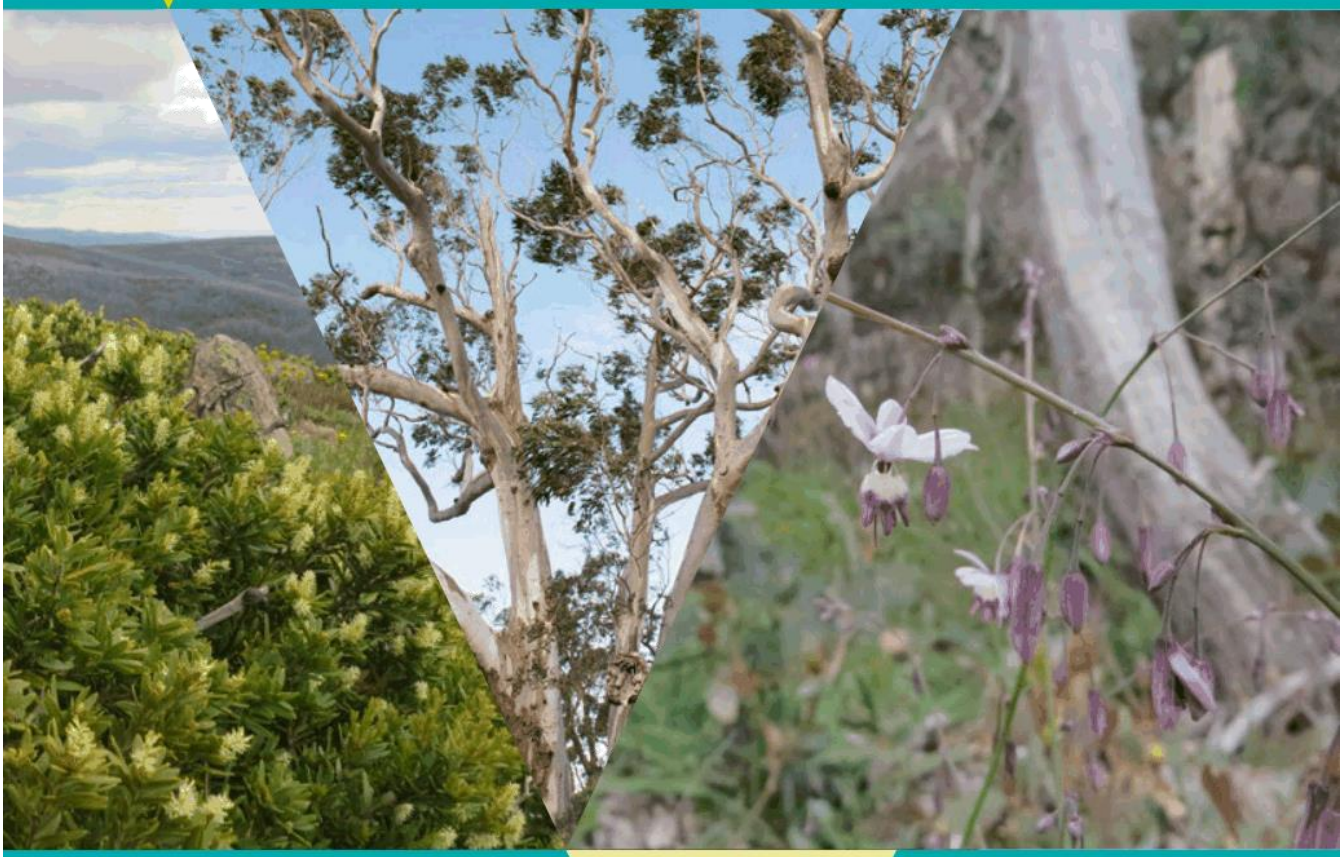
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# 10.1

# RESPONSE TO RESOLUTION - THE NEED TO LOCATE VEGETATION OFFSETS LOCALLY; 3:1 TREE UPDATE AND OVER 8 METRE TREE REPORTING

**1 DELWP Guidelines for the removal, destruction or lopping of native vegetation 2017 ..... 231**

# Guidelines for the removal, destruction or lopping of native vegetation



December 2017

VICTORIA State Government | Environment, Land, Water and Planning

Department of Environment, Land, Water and Planning

DELWP proudly acknowledges Victoria's Aboriginal communities and their rich culture and pays respects to their Elders past and present. DELWP recognises Aboriginal people as the Traditional Owners and custodians of the land. Traditional Owners have an intrinsic connection to Country and contribute to the management of land, water and native vegetation.

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# 1 Introduction

The *Guidelines for the removal, destruction or lopping of native vegetation* (Guidelines) are incorporated into the Victoria Planning Provisions and all planning schemes in Victoria.

The Guidelines replace the previous incorporated document titled *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (Department of Environment and Primary Industries, September 2013).

**For the purpose of the Guidelines, the term 'remove native vegetation' includes to destroy and/or to lop native vegetation.**

## 1.1 Purpose, application and scope of the Guidelines within planning schemes

The purpose of the Guidelines is to set out, and describe the application of Victoria's statewide policy in relation to assessing and compensating for the removal of native vegetation. This includes:

- the assessment of impacts from removing native vegetation on biodiversity and other values described in section 3
- how offsets are calculated and established to compensate for the loss in biodiversity value from the removal of native vegetation.

The Guidelines is an incorporated document at Clause 81.01 of all planning schemes in Victoria. This means it:

- must be considered by planning authorities when preparing a planning scheme amendment, as relevant
- must be considered by responsible authorities when making decisions in relation to development plans, as appropriate
- must be applied when a permit is required under Clauses 52.16 or 52.17 of planning schemes
- must be applied when developing a Native Vegetation Precinct Plan (NVPP)
- may be considered in other planning decisions to meet statewide objectives for native vegetation protection and management.

It is not the intention of the Guidelines to address the specific requirements of overlays that require a permit to remove native vegetation. The Guidelines must not be applied in relation to the requirements and decision guidelines of these overlays, unless the overlay specifically states otherwise.

## 1.2 Application of the Guidelines for other approval processes

The Guidelines should be applied or considered, as appropriate, in decision making under approval processes for the removal of native vegetation that fall outside planning schemes. For example, approval processes that allow exemptions from requiring a planning permit to remove native vegetation to be relied on, or approvals under the *Pipelines Act 2005* or the *Mineral Resources (Sustainable Development) Act 1990*.

## 1.3 Other legislation

In addition to the requirements set out in the Guidelines other legislation may apply when native vegetation is removed. This could include:

- *Flora and Fauna Guarantee Act 1988*
- *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth).

## 1.4 Supporting information

The Guidelines are supported by and should be read in conjunction with:

- *Assessor's handbook – applications to remove, destroy or lop native vegetation* (Assessor's handbook) that assists decision makers assess an application to remove native vegetation.
- *Applicant's guide – applications to remove, destroy or lop native vegetation* (Applicant's guide) that helps applicants prepare an application to remove native vegetation.
- *Biodiversity information explanatory document – measuring value when removing or offsetting native vegetation* that describes the Department of Environment, Land, Water and Planning (DELWP) systems, tools and maps referenced in the Guidelines.
- DELWP systems, tools and maps that support the implementation of the Guidelines.
- *Native vegetation gain scoring manual, Version 2*[1] that describes how gain is calculated, and specifies minimum management commitments and standards for an offset site.

These resources are available on the DELWP website https://www.environment.vic.gov.au.

1 Or its successor.

# 2 Native vegetation and Victoria's planning system

The Victorian planning system has a variety of policies and provisions for the management and protection of native vegetation. This section of the Guidelines describes:

- the main policies and provisions of Victoria's planning system that apply, or can apply, to the management and protection of native vegetation
- how those policies and provisions operate
- the role of the Guidelines in relation to those policies and provisions.

## 2.1 State Planning Policy Framework

The State Planning Policy Framework (SPPF) outlines Victoria's policy objectives and strategies relating to the protection and management of native vegetation. Specifically, the following clauses give policy context and inform decision making:

- 12.01 *Biodiversity*
- 12.04 *Significant environment and landscapes*
- 13.03 *Soil degradation*
- 13.05 *Bushfire*
- 14.02 *Water*
- 15.03 *Heritage* (includes Aboriginal cultural heritage)

Clause 12.01 *Biodiversity* provides specific direction regarding the protection and management of biodiversity and native vegetation in Victoria.

A key strategy identified in Clause 12.01 is to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved through the following three-step approach, in accordance with the Guidelines:

1. Avoid the removal, destruction or lopping of native vegetation.
2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
3. Provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.

The three-step approach is explained in more detail in section 4.

Clause 12.01 references the Guidelines and the following key policy documents which planning and responsible authorities must consider as appropriate:

- *Protecting Victoria's Environment – Biodiversity 2037* (Department of Environment, Land, Water and Planning, 2017).
- Any applicable biodiversity strategies, including the relevant Regional Catchment Strategy prepared under Part 4 of the *Catchment and Land Protection Act 1994*.
- Statewide biodiversity information maintained by DELWP.

## 2.2 Strategic planning for native vegetation protection and management

The strategic planning process is the most effective planning mechanism to protect and manage native vegetation and to achieve the objectives of the SPPF.

Considering how native vegetation will be protected and managed through strategic planning:

- allows for identification of areas of higher value native vegetation at a landscape scale
- allows for indirect and cumulative impacts of use or development on native vegetation to be understood and addressed
- provides the best opportunity to avoid and minimise impacts on native vegetation by directing use and development away from higher value areas
- minimises unnecessary or complex regulation by establishing clear expectations for where use and development can occur, and/or by coordinating approvals and offsets.

The methods and approaches outlined in the Guidelines should be used to inform strategic planning processes and the application of appropriate planning controls to ensure Victoria's native vegetation is well managed and protected.

## 2.3 Particular Provisions

The requirement for a planning permit to remove native vegetation is detailed in the following two Particular Provisions:

- Clause 52.16 *Native vegetation precinct plan*
- Clause 52.17 *Native vegetation*.

In all instances where a planning permit is required under either clause, the Guidelines and the three-step approach outlined in section 4 must be applied.

#### 2.3.1 Clause 52.16 *Native vegetation precinct plan*

This clause provides the ability for a NVPP to be prepared, incorporated into the relevant planning scheme, and listed in the schedule to this clause. The clause outlines what a NVPP is, and directs that the NVPP be developed in accordance with the Guidelines, and include the information set out in section 10 of the Guidelines.

The clause also outlines the requirements for a permit to remove, destroy or lop native vegetation if a NVPP corresponding to that land is incorporated into the scheme and listed in the schedule to this clause. A permit is not required to remove native vegetation if:

- the removal is in accordance with an incorporated NVPP and any conditions or specified requirements are met
- the table of exemptions to this clause specifically states that a permit is not required, unless the NVPP specifies otherwise.

Note that there are further exemptions from requiring a permit to remove native vegetation in Clause 52.48 *Bushfire protection: exemptions*.

#### 2.3.2 Clause 52.17 *Native vegetation*

This clause outlines the requirement for a permit to remove, destroy or lop native vegetation, including dead native vegetation.

A permit is not required to remove native vegetation if:

- the table of exemptions to this clause specifically states that a permit is not required
- it is native vegetation or an area specified in the schedule to the clause
- a NVPP corresponding to the land is incorporated into the relevant planning scheme.

This clause also outlines:

- the standard permit conditions relating to permits issued in accordance with a Property Vegetation Plan (PVP)
- the need for a permit to be issued with conditions specifying the offset requirements and the timing to secure the offset.

Note that there are further exemptions from requiring a permit to remove native vegetation in Clause 52.48 *Bushfire protection: exemptions*.

#### 2.3.3 Consequential removal of native vegetation

Clause 65 *Decision guidelines* provides a range of standardised decision guidelines that a responsible authority must consider as appropriate before deciding on a permit application or the approval of a plan. Contained within Clause 65.01 are the following native vegetation specific decision guidelines:

- *The extent and character of native vegetation and the likelihood of its destruction;* and
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*

Where the responsible authority considers that a proposed use and/or development is likely to involve, or lead to, the consequential removal of native vegetation into the future as a result of issuing a permit or approving a plan, the responsible authority should consider whether there is a need for a permit application to be lodged in accordance with Clause 52.17. This ensures consideration and integration of all issues as part of its decision making.

This can include, but is not limited to, the consideration of an application for a permit to subdivide land that will enable native vegetation to be removed in the future without requiring a permit under Clause 52.16 or Clause 52.17.

### 2.4 Compliance and enforcement

Adherence to the practices and procedures outlined in the Guidelines will help protect native vegetation. This ensures proposed removal of native vegetation is appropriately assessed, opportunities to avoid and minimise removal are considered, and appropriate offsets are secured.

Landowners and occupiers have a responsibility to comply with the requirements and conditions of the *Planning and Environment Act 1987*, planning schemes, approved planning permits and agreements made under section 173 of the Act. Failure to comply with the requirements and conditions will result in appropriate compliance action being taken by responsible authorities and public entities.




# 3 Native vegetation information

This section sets out:

- the definition of native vegetation, patches and scattered trees
- the biodiversity values of native vegetation used in the Guidelines, and the information used to measure these
- the other values of native vegetation used in the Guidelines.

## 3.1 Definition of native vegetation

Native vegetation is defined in planning schemes as 'plants that are indigenous to Victoria, including trees, shrubs, herbs and grasses'[2].

The Guidelines further classify native vegetation as a patch or a scattered tree. These classifications assist in measuring the value of native vegetation and assessing its removal.

### *Patch*

A patch of native vegetation is:

- an area of vegetation where at least 25 per cent of the total perennial understorey plant cover[3] is native, or
- any area with three or more native canopy trees[4] where the drip line[5] of each tree touches the drip line of at least one other tree, forming a continuous canopy, or
- any mapped wetland included in the *Current wetlands map*, available in DELWP systems and tools.

### *Scattered tree*

A scattered tree is:

- a native canopy tree that does not form part of a patch.

The assessment requirements for native vegetation removal that does not meet the definition of a patch or a scattered tree are addressed in section 5.1.

2 Victoria Planning Provision – Definitions – Clause 72.

3 Plant cover is the proportion of the ground that is shaded by vegetation foliage when lit from directly above. Areas that include non-vascular vegetation (such as mosses and lichens) but otherwise support no native vascular vegetation are not considered to be a patch for the purposes of the Guidelines. However, when non-vascular vegetation is present with vascular vegetation, it does contribute to cover when determining the percentage of perennial understorey plant cover.

4 A native canopy tree is a mature tree (i.e. it is able to flower) that is greater than 3 metres in height and is normally found in the upper layer of the relevant vegetation type.

5 The drip line is the outermost boundary of a tree canopy (leaves and/or branches) where the water drips on to the ground.

## 3.2 Biodiversity value of native vegetation

Biodiversity encompasses all components of the living world: the number and variety of plants, animals and other living things, including fungi and micro-organisms, across land, rivers, coast and ocean. It includes the diversity of their genetic information, the habitats and ecosystems within which they live, and their connections with other life forms and the natural world.

*Protecting Victoria's Environment – Biodiversity 2037* (DELWP, 2017) is Victoria's plan for the future of Victoria's biodiversity. The plan notes that a healthy natural environment provides vital life-sustaining services for humans, and underpins many of the productive activities that generate value for Victorians.

Victoria's diverse and unique mix of plants, animals, soils, seas and waterways function together as ecosystems, which in turn produce some of humans' most basic needs – provisions such as clean air and water, productive soils, natural pest control, pollination, flood mitigation and carbon sequestration. Ecosystems also provide us with food, raw materials for production (such as timber, pastures and fertilisers), genetic resources and pharmaceuticals, while contributing to waste decomposition and detoxification.

Native vegetation helps maintain Victoria's biodiversity as it forms the basis of Victoria's ecological communities.

Understanding the biodiversity value of native vegetation is important to inform decisions about:

- where to focus efforts to avoid and minimise impacts from the removal of native vegetation
- whether native vegetation removal should be approved
- what offsets are required if native vegetation removal is approved.

This section describes the biodiversity values of native vegetation that need to be considered when the Guidelines are applied. It also describes the information used to measure the biodiversity value of native vegetation.

There are two components to this information:

- site-based information that can be measured or observed at a site
- landscape scale information that cannot be measured or observed at the site and is included in maps and models.

Mapped products are used to represent site-based and landscape scale information across Victoria. These products can be viewed using DELWP systems and tools available on the DELWP website. Mapped products will be updated periodically, the current version available in DELWP systems and tools is used when applying the Guidelines.

Further information is included in *Biodiversity information explanatory document – measuring value when removing or offsetting native vegetation*, the Assessor's handbook and the Applicant's guide.

### 3.2.1 Site-based information

Site-based information can be measured or observed at a site, it can also be presented in maps and models. Site-based information includes:

- extent of native vegetation
- large trees
- native vegetation condition
- Ecological Vegetation Class (EVC)
- sensitive wetlands and coastal areas.

#### *Extent of native vegetation*

The extent of native vegetation is the area of land covered by a patch and/or a scattered tree. Extent is measured in hectares. Extent is used when determining the assessment pathway for an application to remove native vegetation (section 6) and when calculating biodiversity losses and gains (section 5 and 9.4).

***Extent of native vegetation*** = extent of patches (ha) + extent of scattered trees (ha)

*Patch*

The extent of a patch is the area of the patch in hectares.

### *Scattered tree*

The extent of a scattered tree depends on whether the scattered tree is a small or large tree. How large trees are defined is set out below. All scattered trees that are not large trees are small scattered trees.

The extent of a small scattered tree is the area of a circle with a 10 metre radius, with the trunk at the centre. The extent of a large scattered tree is the area of a circle with a 15 metre radius, with the trunk at the centre.

### *Past native vegetation removal*

When determining the assessment pathway of an application for the removal of native vegetation, extent of native vegetation also includes past native vegetation removal. This is native vegetation approved to be removed, or that was removed without the required approvals, on the same property or on contiguous land in the same ownership as the applicant, in the five year period before the application for a permit is lodged.

### *Assumed losses and consequential removal*

When calculating extent, all areas of native vegetation that will be impacted by the proposed use or development are included, regardless of whether the native vegetation will be directly removed. This includes assumed losses, and consequential removal of native vegetation described in section 2.3.3. The Assessor's handbook describes assumed loss and consequential removal in more detail.

### *Mapped wetlands*

A location that is mapped as a wetland in the *Current wetlands map*, available in DELWP systems and tools, is included when measuring the extent of native vegetation to be removed. Wetlands can be difficult to identify and accurately assess at the site level as they respond quickly to changes in environmental condition, especially rainfall. After a period of no or low rainfall they may appear degraded or not be evident.

Mapped wetlands are treated as a patch of native vegetation. The modelled condition score is used for mapped wetlands unless a site assessment is carried out soon after inundation, in accordance with section 6.5.

A part of a mapped wetland may be excluded if it is covered by a hardened, man-made surface, for example, a roadway.

To change the extent of a mapped wetland, beyond excluding hardened man-made surfaces, a hydrological assessment must be undertaken by a suitably qualified person. The Secretary to DELWP must then provide written agreement to use the hydrological assessment to determine extent.

### *Total extent*

The total extent of native vegetation is calculated by adding together the extent of any patches of native vegetation (including mapped wetlands) that are proposed to be removed, and the extent of any scattered trees, that are proposed to be removed. This includes any assumed losses and consequential removal of native vegetation.

## ***Ecological Vegetation Class***

EVCs are the standard unit for classifying native vegetation types in Victoria. EVCs are described by a combination of floristics, lifeforms and ecological characteristics. EVCs include a benchmark for the characteristics of the vegetation type in its mature, natural (pre-1750) state.

EVCs can be determined by an accredited native vegetation assessor completing a site assessment, as detailed in section 6.5.

When native vegetation is not subject to a site assessment, the EVC is determined from EVC maps. EVC maps present a modelled distribution of EVCs in Victoria.

An EVC has a bioregional conservation status of endangered, vulnerable, depleted, least concern or rare. Endangered EVCs are included in the *Location map* used to determine the assessment pathway of an application to remove native vegetation (section 6.2). EVCs are also used to determine the size class of a tree.

## ***Large trees***

The presence or absence of large trees is used to determine the assessment pathway of an application to remove native vegetation (section 6). Large trees are often the oldest part of an ecological system and are difficult to replace in the short term. To address this and to ensure the protection of large trees in the landscape, when large trees are approved to be removed, the secured offset must include large trees (see section 5). Large trees are also an attribute at offset sites (section 9.4.3).

A large tree can be either a large scattered tree or a large tree within a patch.

A large tree is a native canopy tree with a Diameter at Breast Height (DBH)[6] greater than or equal to the large tree benchmark for the relevant bioregional EVC[7]. The DBH can be determined by measuring the circumference[8] (in centimetres) of a tree at 1.3 metres above ground level.

Some EVCs do not list a large tree DBH benchmark, or list multiple large tree DBH benchmarks, in these cases a large tree is determined as follows.

When native vegetation is subject to a site assessment, as detailed in section 6.5:

- in EVCs with multiple large tree DBH benchmarks, the relevant canopy tree species benchmark determines whether a tree is large
- in Lowan Sands Mallee, Heathy Mallee, Loamy Sands Mallee and Red Swale Mallee EVCs, all Mallee and Eucalypt native canopy tree species are regarded as large trees
- in any other EVC that does not list a large tree DBH benchmark the appropriate large tree DBH benchmark in a related EVC within the bioregion determines whether a tree is large.

When native vegetation is not subject to a site assessment:

- in EVCs with multiple large tree DBH benchmarks, the lowest canopy tree species benchmark determines whether a tree is large
- in Lowan Sands Mallee, Heathy Mallee, Loamy Sands Mallee and Red Swale Mallee EVCs all native canopy trees are regarded as large trees
- in any other EVC that does not list a large tree DBH benchmark, a large tree DBH benchmark of 40 centimetres (equivalent to a circumference of 126 centimetres) determines whether a tree is large.

#### *Native vegetation condition*

Native vegetation condition is represented by the condition score. The condition score of native vegetation is a measure of how close native vegetation is to its mature, natural state, as represented by benchmarks for the relevant EVC. The condition score indicates how well the native vegetation can sustain itself and the species that live in, or depend on it. The condition score is used in calculating biodiversity losses (section 5) and gains (section 9.4).

The condition score of a patch can be determined by an accredited native vegetation assessor completing a habitat hectare assessment, as described in *Native vegetation: sustaining a living landscape. Vegetation Quality Assessment Manual – Guidelines for applying the habitat hectares scoring method, Version 1.3* (Herein referred to as *Vegetation Quality Assessment Manual, Version 1.3*).[9] A habitat hectare assessment is a component of a site assessment as detailed in section 6.5. Scattered trees identified by an accredited native vegetation assessor are assigned a standard condition score of 0.20.

A map of modelled condition scores across Victoria has been developed from site assessed data. This is shown in the *Native vegetation condition map* and is used to determine condition score when native vegetation is not subject to a site assessment, as detailed in section 6.5.

#### *Sensitive wetlands and coastal areas*

Sensitive wetlands and coastal areas consist of:

- wetlands designated under the Convention on Wetlands of International Importance (the Ramsar Convention)
- wetlands listed in the Directory of Important Wetlands of Australia
- internationally important sites for Migratory Shorebirds of the East Asian-Australasian Flyway.

The presence of any sensitive wetlands or coastal areas is used to determine the assessment pathway of an application to remove native vegetation (see section 6.2).

### 3.2.2 Landscape scale information

Landscape scale information cannot be measured at a site. It represents the importance (or biodiversity value) of one location relative to all other locations in Victoria. Landscape scale information includes:

- strategic biodiversity value
- habitat for rare or threatened species.

6 DBH over bark. Defined as the diameter of the main trunk of a tree measured over bark at 1.3 metres above ground level.

7 As shown in the pre-1750 Ecological Vegetation Class map or refined during a site assessment by an accredited native vegetation assessor. See the DELWP website for further information on EVCs

8 DBH = Tree circumference / *pi*. Circumference of the main trunk of a tree measured over bark at 1.3 metres above ground level.

9 Or its successor. For the purposes of the Guidelines the native vegetation condition score is the 'Habitat score', as described in the Vegetation Quality Assessment Manual, divided by 100 to achieve a value between 0 and 1. For the purpose of assessing native vegetation removal and offsetting in Victoria, the advice within the *Vegetation Quality Assessment Manual* regarding habitat zone (patch) delineation has been superseded. The revised advice is provided in the Handbook.

#### *Strategic biodiversity value*

Strategic biodiversity value is a rank of a location's complementary contribution to Victoria's biodiversity, relative to other locations across the state. The strategic biodiversity value is represented by the strategic biodiversity value score, a score between 0 and 1, shown in the *Strategic biodiversity value map*.

The strategic biodiversity value score is used in calculating biodiversity losses (section 5) and gains (section 9.4) and is an attribute for offset requirements (section 5) and at offset sites (section 9.4.3).

#### *Habitat for rare or threatened species*

*Habitat importance maps* show areas of Victoria that are habitat for rare or threatened species. Rare or threatened species are those species listed as critically endangered, endangered, vulnerable or rare on Advisory Lists maintained by DELWP.

The importance of a location in the landscape as habitat for a particular rare or threatened species, in relation to other suitable habitat for that species, is represented by the habitat importance score. The habitat importance score ranges between 0 and 1 and is shown in the *Habitat importance map* for a rare or threatened species. If native vegetation is mapped habitat for multiple rare or threatened species it has habitat importance scores for each species.

Habitat for rare or threatened species is used to determine the assessment pathway of an application to remove native vegetation (section 6.2). Habitat importance scores are used when calculating biodiversity losses (section 5) and gains (section 9.4), and is an attribute for offset requirements (section 5) and at offset sites (section 9.4.3).

Habitats for rare or threatened species are divided into two groups depending on their area of occupancy – *highly localised habitat* or *dispersed habitat*.

#### *Highly localised habitats for rare or threatened species*

Highly localised habitats for rare or threatened species are limited in area (less than 2,000 hectares) and are typically geographically restricted.

All locations within a highly localised habitat for a particular species are considered equally important and therefore have the same habitat importance score.

#### *Dispersed habitats for rare or threatened species*

Dispersed habitats for rare or threatened species are less limited in area (more than 2,000 hectares) and are usually less geographically restricted than highly localised habitats.

Each dispersed habitat for rare or threatened species has two *Habitat importance maps*. One shows the total habitat for the species and the other shows important areas of habitat within the total species' habitat. The ranking provided by the habitat importance score and data from the Victorian Biodiversity Atlas is used to determine important areas of habitat within dispersed species habitats.

## 3.3 Other values of native vegetation

The other values of native vegetation that need to be considered when the Guidelines are applied are described below. The SPPF and Local Planning Policy Framework include more details.

### 3.3.1 Land and water protection

Native vegetation has an important role in land and water protection especially when it is within 30 metres of a waterway, on land with steep slopes, on land subject to erosion or in proximity to salinity discharge or recharge sites.

Native vegetation helps control soil erosion and maintain land stability by protecting soil and stream banks. Native vegetation reduces land degradation and salinity and improves water quality and availability.

Impacts on land and water are considered when native vegetation removal is proposed, and specific on-site or off-site mitigation measures may be required. The *State environmental protection policy (Waters of Victoria)* under the *Environmental Protection Act 1970* may be helpful when considering the value of native vegetation for land and water protection.

### 3.3.2 Identified landscape values

In some areas, native vegetation plays an important landscape function and contributes to the character of a place. Planning schemes can identify native vegetation that is contributing to landscape values. In these cases, the landscape values are considered when an application to remove native vegetation is assessed.

### 3.3.3 Native vegetation protected under the *Aboriginal Heritage Act 2006*

Aboriginal culture includes relationships to native vegetation and the land. These relationships hold physical, social, spiritual and cultural significance and carry obligations and responsibilities for caring for and sharing of Country. These connections continue today and Aboriginal people retain an affinity with all landscapes.

Special considerations apply to native vegetation protected under the *Aboriginal Heritage Act 2006*. Local council and Aboriginal Victoria can help determine when this value is present on site.

A summary of the biodiversity and other values of native vegetation considered in the Guidelines is presented in Table 1.

**Table 1: Summary of the values of native vegetation considered in the Guidelines**

| Biodiversity value of native vegetation | Other values of native vegetation |
|---|---|
| • Extent of native vegetation<br>• Large trees<br>• Native vegetation condition<br>• EVC<br>• Sensitive wetlands and coastal areas<br>• Strategic biodiversity value<br>• Habitat for rare or threatened species* | • Land and water protection<br>• Identified landscape values<br>• Native vegetation protected under the *Aboriginal Heritage Act 2006* |

*Rare or threatened species includes species listed as critically endangered, endangered, vulnerable or rare in Victoria on Advisory Lists maintained by DELWP.



# 4 The three-step approach

The three-step approach (avoid, minimise, offset) is the key policy in relation to the removal of native vegetation to achieve no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. It is a precautionary approach that aims to ensure that the removal of native vegetation is restricted to only what is reasonably necessary, and that biodiversity is appropriately compensated for any removal of native vegetation that is approved.

Efforts to avoid the removal of, and minimise the impacts on, native vegetation should be commensurate with the biodiversity and other values of the native vegetation and focused on areas of native vegetation that have the most value.

Areas of native vegetation to be retained must be able to maintain the same values in the future and should not be degraded over time by a proposed use or development associated with the removal.

### *1) Avoid*

Avoid the removal, destruction or lopping of native vegetation.

Maintaining native vegetation that currently exists is an effective way to ensure native vegetation continues to deliver its important values into the future.

Avoiding the removal of native vegetation can be achieved by locating or designing a development so that native vegetation is not removed.

An application to remove native vegetation must demonstrate or provide appropriate evidence to show that no options exist to avoid native vegetation removal, that will not undermine the objectives of the proposed use or development.

### *2) Minimise*

Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.

Minimising ensures that impacts from native vegetation removal on biodiversity or other values are kept to the minimum necessary.

Minimising can be achieved by:

- siting and/or designing the use or development to reduce the amount of native vegetation that has to be removed
- siting and/or designing the use or development so that impacts are restricted to areas of native vegetation that have the least biodiversity or other values
- managing the use or development to minimise any impacts on surrounding native vegetation, for example stormwater control measures.

An application to remove native vegetation must demonstrate or provide appropriate evidence to show that no options exist to further minimise the impacts of native vegetation removal, that will not undermine the objectives of the proposed use or development.

### *3) Offset*

Provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.

An offset is required to compensate for the loss to biodiversity from the removal of native vegetation.

The Guidelines refer to the biodiversity and other values of native vegetation. Offsetting only addresses the loss in biodiversity value that results from native vegetation removal.

The calculation of biodiversity loss and offset requirements is set out in section 5.

An application to remove native vegetation must include an offset strategy that includes evidence that an offset that meets the offset requirements for the proposed native vegetation removal is available, and explains how the offset will be secured if a permit is granted.

# 5 Offset requirements and calculating biodiversity value

The Guidelines require consideration of the biodiversity impacts of native vegetation removal. Biodiversity impacts are detailed as part of the application requirements (section 6.4), and form part of the decision guidelines for determining the outcome of an application (section 7). If the removal of native vegetation is approved, the biodiversity impacts are required to be offset. This section sets out:

- the requirement for offsets
- how to calculate biodiversity loss
- how to determine offset requirements.

## 5.1 Requirement for an offset

The biodiversity loss from the removal of native vegetation is required to be offset in accordance with the Guidelines. Offsets are designed to compensate for the biodiversity value of native vegetation only, not its other values.

An offset is not required if the native vegetation to be removed does not meet the definition of a patch or a scattered tree as set out in section 3.1.

## 5.2 Calculating biodiversity value

A combination of site-based and landscape scale information is used to calculate the biodiversity value of native vegetation to be removed. This information is used to determine the loss in biodiversity value that needs to be compensated for with an offset that provides an equivalent gain in biodiversity value.

Biodiversity value is represented by a general or species habitat score, calculated as follows.

The extent and condition score of the native vegetation to be removed and the condition score of the native vegetation are combined to determine the habitat hectares. This is a site-based measure of biodiversity value.

***Habitat hectares*** = extent of native vegetation × condition score

The habitat hectares is then combined with a landscape factor to obtain an overall measure of the biodiversity value of the native vegetation to be removed. This is done in a way that gives site-based biodiversity information (habitat hectares) more influence in the calculation than landscape scale information. There are two types of landscape factor derived from landscape scale information described in section 3.

***General landscape factor*** – this is determined using an adjusted strategic biodiversity value score.

***Species landscape factor*** – this is determined using an adjusted habitat importance score for each rare or threatened species habitat mapped at a site in a *Habitat importance map*.

The biodiversity value of native vegetation at a site is calculated as follows:

***General habitat score*** = habitat hectares × general landscape factor

***Species habitat score*** = habitat hectares × species landscape factor

## 5.3 Determining offset requirements

There are three components to offset requirements:

1. Offset type (general or species).
2. Offset amount (measured in general or species habitat units).
3. Offset attributes.

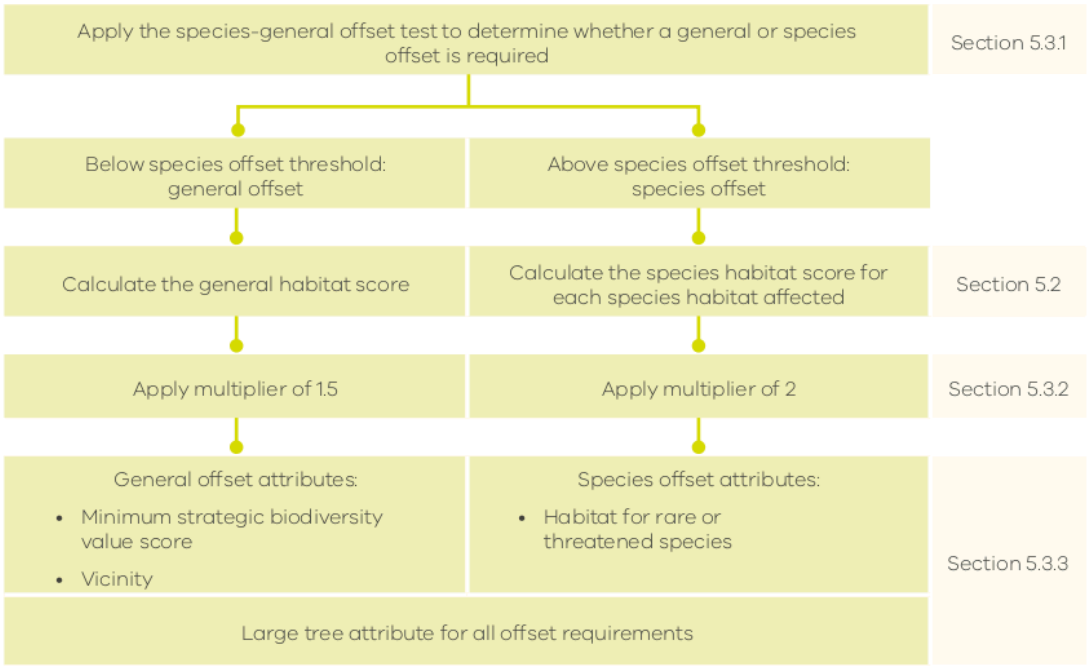
The process to determine offset requirements for the proposed removal of native vegetation is summarised in Figure 1 and is explained in more detail below.

Information and standards for establishing offset sites are described in section 9.

DELWP systems and tools determine offset requirements for native vegetation to be removed. Further information about DELWP systems and tools is included in the Applicant's guide and the *Biodiversity information explanatory document – measuring value when removing or offsetting native vegetation.*



**Figure 1: Process for determining offset requirements**




### 5.3.1 Type of offset (species or general)

There are two types of offset that may be required.

**Species offset** is required when the removal of native vegetation has a significant impact on habitat for a rare or threatened species. Species offsets must compensate for the removal of that particular species' habitat.

**General offset** is required when the removal of native vegetation does not have a significant impact on any habitat for rare or threatened species.

For the purposes of the Guidelines, a significant impact on habitat for a rare or threatened species is when the proportional impact is above the species offset threshold and a species offset is required.

If the native vegetation is habitat for one or more rare or threatened species according to the *Habitat importance maps*, described in section 3.2.2, the species-general offset test is completed for each species, to determine if a species or general offset is required.

If the native vegetation is not habitat for any rare or threatened species according to the *Habitat importance maps*, a general offset is required.

The species-general offset test measures the proportional impact from the removal of native vegetation on the habitat of rare or threatened species, according to the *Habitat importance maps*, and compares this to the species offset threshold. The test is done for each species habitat, described in section 3.2.2, as follows:

1. For each rare or threatened species calculate the extent of habitat in the relevant *Habitat importance map* that is to be removed.[10] Multiply this extent by the relevant habitat importance score of the native vegetation to be removed, and then multiply the result by the condition score of the native vegetation to be removed.

10 The extent of past native vegetation removal, as described in section 3.2.1, is included when applying the species-general offset test.

2. Divide the value calculated in step 1 by the total value of the species' mapped habitat across the state. This is the total extent of habitat in the relevant *Habitat importance map* across Victoria multiplied by the total of the habitat importance scores, and then multiplied by the total mapped condition score for the mapped habitat. This gives the proportional impact on the species' habitat from the proposed native vegetation removal.
3. When the proportional impact is greater than the species offset threshold a species offset is required for that species.

A species offset is required for a rare or threatened species when:

$$\frac{\textit{value of the species' habitat to be removed}}{\textit{total value of the species' habitat included in the statewide map}} > \text{species offset threshold}$$

A general offset is required for areas of native vegetation removal that do not require a species offset. A proposal to remove native vegetation may require both species and general offsets.

***Multiple species***

Native vegetation can provide habitat for multiple rare or threatened species. A species offset may be required for multiple species, in this case each species offset requirement must be secured in the offset(s).

### 5.3.2 Offset amount

The offset amount is the amount of gain required to compensate for the removal of native vegetation. A multiplier is included when calculating the offset amount. The multiplier balances the risk that some of the predicted gain is not realised at the offset site. It also considers that the impact (or loss) is immediate while the gain is expected to be realised at a time in the future, once security and management actions have resulted in improved vegetation condition. Including a multiplier applies the precautionary principle to ensure no net loss to biodiversity is achieved as a result of native vegetation removal.

A multiplier of 1.5 is applied to all general offsets. A multiplier of 2 is applied to all species offsets. A higher multiplier is applied to species offsets to account for the greater loss in biodiversity value (where there is a significant impact to rare or threatened species), and the increased risk to biodiversity if the gains are not achieved.

The offset amount in habitat units is calculated as follows:

***General habitat units*** = general habitat score × 1.5

***Species habitat units*** = species habitat score × 2

### 5.3.3 Offset attributes

Offsets must meet the following attribute requirements, as relevant.

***General offset attributes***

The general habitat units secured must meet the following attribute requirements.

*Minimum strategic biodiversity value score*

The strategic biodiversity value score of the offset must be at least 80 per cent of the strategic biodiversity value score of the native vegetation to be removed. This ensures offsets are located in areas with a strategic biodiversity value that is comparable to the native vegetation to be removed.

*Vicinity*

The offset must be located within the same Catchment Management Authority boundary or municipal district as the native vegetation to be removed. This maintains a link between the location of the offset and the site of the native vegetation to be removed.

***Species offset attributes***

The species habitat units secured must meet the following attribute requirements.

*Habitat for rare or threatened species*

The offset must be located in an area of habitat for the relevant species, according to the *Habitat importance map* for that species. This requirement is to ensure offsets are located in areas that provide habitat for the species impacted by the removal of native vegetation.

If an application to remove native vegetation requires multiple species offsets, a single offset site can satisfy the requirements for more than one species offset provided it contains sufficient species habitat units for each relevant species. If a single offset site does not contain sufficient species habitat units for all species offsets required, then other offset sites needs to be secured.

### *Large tree attribute for all offset requirements*

In addition to the offset amount and the general and/or species offset attribute requirements, offsets may require a large tree attribute.

The offset must include at least one large tree for every large tree being removed. This includes large trees within patches and large scattered trees. This ensures large trees are protected across the landscape.

If the secured offset site meets the requirements for the offset amount and general and/or species offset attributes, but does not contain the required number of large trees, additional general or species habitat units that include large trees must be secured. These additional species or general habitat units that contain large trees can be located anywhere in Victoria if the general and/or species offset amount and attribute requirements have already been met.

General and species offset requirements are summarised in Table 2.

**Table 2: Summary of offset requirements**

| Offset requirements | General offsets | Species offsets |
|---|---|---|
| **Offset amount** | General habitat units required = general habitat score × 1.5 | Species habitat units required = species habitat score × 2 |
| **Strategic biodiversity value score** | The offset has at least 80% of the strategic biodiversity value score of native vegetation to be removed | No restriction |
| **Vicinity** | The offset is in the same Catchment Management Authority boundary or municipal district as the native vegetation to be removed | No restriction |
| **Habitat for rare or threatened species** | No restriction | The offset is mapped habitat according to the *Habitat importance map* for the relevant species |
| **Large trees** | The offset includes protection of at least one large tree for every large tree to be removed | |




# 6 Applications to remove native vegetation

Applications to remove native vegetation are categorised in to one of three assessment pathways with corresponding application requirements and decision guidelines.

This section details the assessment pathways and corresponding application requirements for permit applications to remove native vegetation.

## 6.1 Assessment pathways

The assessment pathway for an application to remove native vegetation reflects its potential impact on biodiversity and is determined from the location and extent of the native vegetation to be removed. The three assessment pathways are:

- Basic – limited impacts on biodiversity.
- Intermediate – could impact on large trees, endangered EVCs, and sensitive wetlands and coastal areas.
- Detailed – could impact on large trees, endangered EVCs, sensitive wetlands and coastal areas, and could significantly impact on habitat for rare or threatened species.

The assessment pathway determines the information that accompanies an application and the decision guidelines that are considered in determining the outcome of an application.

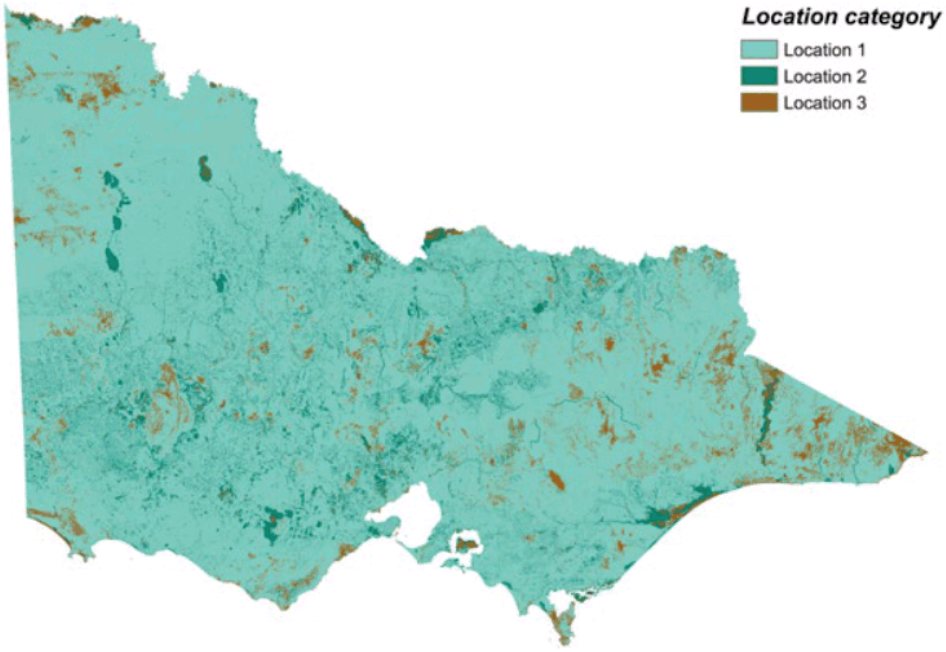
## 6.2 Location map

There are three location categories that indicate the potential risk to biodiversity from removing a small amount of native vegetation. These location categories are shown in the *Location map* as Location 3, Location 2 and Location 1, see Figure 2.

- Location 3 – includes locations where the removal of less than 0.5 hectares of native vegetation could have a significant impact on habitat for a rare or threatened species.
- Location 2 – includes locations that are mapped as endangered EVCs and/or sensitive wetlands and coastal areas (section 3.2.1) and are not included in Location 3.
- Location 1 – includes all remaining locations in Victoria.

The higher category is used if the native vegetation to be removed includes more than one location category.

**Figure 2: Overview of the *Location map*. A detailed map can be viewed using DELWP systems and tools**




## 6.3 Determining the assessment pathway of an application

The assessment pathway of an application is determined in accordance with Table 3.

The terms in Table 3 have the following meaning:

- Location category is determined for the native vegetation proposed to be removed using the *Location map*.
- Large tree includes trees within a patch or a large scattered tree, as defined in section 3.2.1.

Extent of native vegetation is in hectares and includes:

- the extent of any patches and scattered trees proposed to be removed, as described in section 3.2.1[11]
- the extent of past native vegetation removal, as described in section 3.2.1.

DELWP systems and tools determine the assessment pathway of an application from the extent of native vegetation mapped by applicants.

**Table 3: Determining the assessment pathway**

| Extent of native vegetation | Location category | | |
|---|---|---|---|
| | Location 1 | Location 2 | Location 3 |
| Less than 0.5 hectares and not including any large trees | Basic | Intermediate | Detailed |
| Less than 0.5 hectares and including one or more large trees | Intermediate | Intermediate | Detailed |
| 0.5 hectares or more | Detailed | Detailed | Detailed |

11 If the native vegetation to be removed does not meet the definition of a patch or a scattered tree outlined in section 3.1, the application is considered in the Basic Assessment Pathway.

## 6.4 Application requirements

The application requirements for a permit to remove native vegetation relate to the assessment pathway of the application. All applications must include the requirements listed in Table 4, as appropriate. Applications in the Detailed Assessment Pathway must also include the requirements listed in Table 5, as appropriate.

The Applicant's guide assists applicants prepare an application and describes how to meet the application requirements.

### 6.4.1 All applications

All applications to remove native vegetation must include the information set out in Table 4, as appropriate.

**Table 4: Application requirements for all applications for a permit to remove native vegetation**

| Number | Application requirement |
|---|---|
| 1 | Information about the native vegetation to be removed, including:<br>• The assessment pathway and reason for the assessment pathway. This includes the location category of the native vegetation to be removed.<br>• A description of the native vegetation to be removed that includes:<br>- whether it is a patch or a scattered tree (or both)<br>- the extent (in hectares)<br>- the number and circumference (in centimetres measured at 1.3 metres above ground level) of any large trees within a patch<br>- the number and circumference (in centimetres measured at 1.3 metres above ground level) of any scattered trees, and whether each tree is small or large<br>- the strategic biodiversity value score<br>- the condition score<br>- if it includes endangered Ecological Vegetation Classes<br>- if it includes sensitive wetland or coastal areas.<br>• Maps showing the native vegetation and property in context and containing:<br>- scale, north point and property boundaries<br>- location of any patches of native vegetation and the number of large trees within the patch proposed to be removed<br>- location of scattered trees proposed to be removed, including their size<br>• The offset requirement, determined in accordance with section 5 of the Guidelines, that will apply if the native vegetation is approved to be removed.<br>*Note: A report from DELWP systems and tools contains information required to address this application requirement.* |
| 2 | Topographic and land information relating to the native vegetation to be removed, showing ridges, crests and hilltops, wetlands and waterways, slopes of more than 20 percent, drainage lines, low lying areas, saline discharge areas, and areas of existing erosion, as appropriate. This may be represented in a map or plan. |
| 3 | Recent, dated photographs of the native vegetation to be removed. |

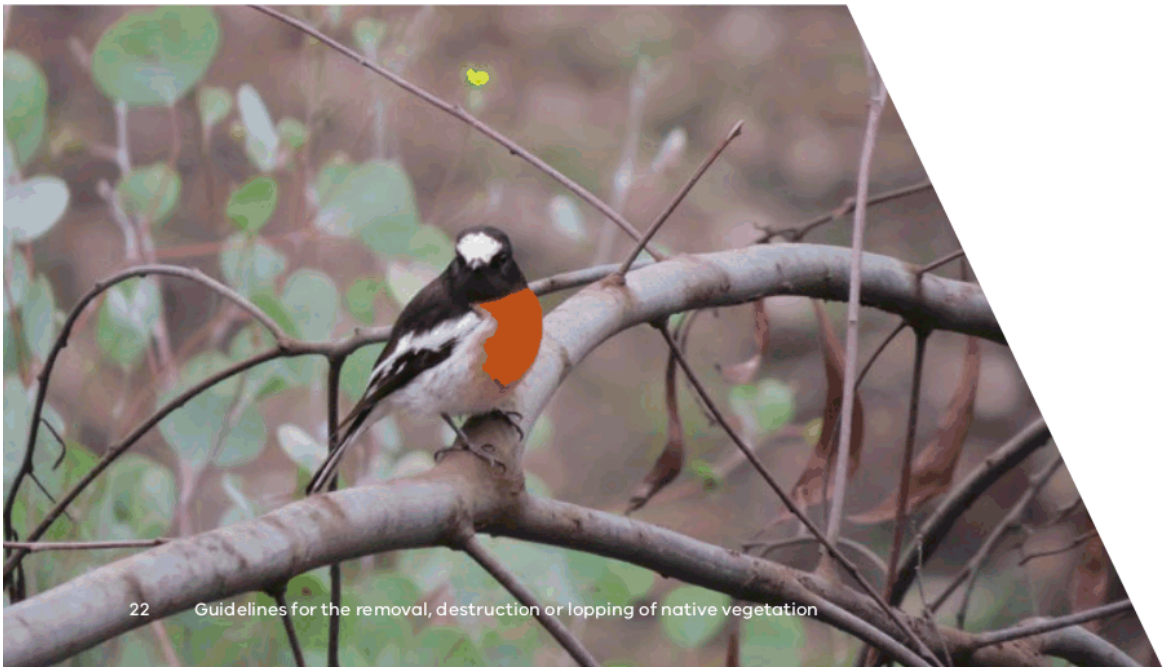
| Number | Application requirement |
|---|---|
| 4 | Details of any other native vegetation approved to be removed, or that was removed without the required approvals, on the same property or on contiguous land in the same ownership as the applicant, in the five year period before the application for a permit is lodged. |
| 5 | An avoid and minimise statement. The statement describes any efforts to avoid the removal of, and minimise the impacts on the biodiversity and other values of native vegetation, and how these efforts focussed on areas of native vegetation that have the most value. The statement should include a description of the following:<br>• Strategic level planning – any regional or landscape scale strategic planning process that the site has been subject to that avoided and minimised impacts on native vegetation across a region or landscape<br>• Site level planning – how the proposed use or development has been sited or designed to avoid and minimise impacts on native vegetation.<br>• That no feasible opportunities exist to further avoid and minimise impacts on native vegetation without undermining the key objectives of the proposal. |
| 6 | A copy of any Property Vegetation Plan contained within an agreement made pursuant to section 69 of the *Conservation, Forests and Lands Act 1987* that applies to the native vegetation to be removed. |
| 7 | Where the removal of native vegetation is to create defendable space, a written statement explaining why the removal of native vegetation is necessary. This statement must have regard to other available bushfire risk mitigation measures. This statement is not required when the creation of defendable space is in conjunction with an application under the Bushfire Management Overlay. |
| 8 | If the application is under Clause 52.16, a statement that explains how the proposal responds to the Native Vegetation Precinct Plan considerations at decision guideline 8. |
| 9 | An offset statement providing evidence that an offset that meets the offset requirements for the native vegetation to be removed has been identified, and can be secured in accordance with the Guidelines.<br>A suitable statement includes evidence that the required offset:<br>• is available to purchase from a third party, or<br>• will be established as a new offset and has the agreement of the proposed offset provider, or<br>• can be met by a first party offset. |

### 6.4.2 Additional requirements for applications in the Detailed Assessment Pathway

In addition to the requirements specified in Table 4, an application in the Detailed Assessment Pathway must also include the information and documents set out in Table 5, as appropriate.

**Table 5: Additional application requirements for applications in the Detailed Assessment Pathway**

| Number | Application requirement |
|---|---|
| 10 | A site assessment report of the native vegetation to be removed, including:<br>• A habitat hectare assessment of any patches of native vegetation, including the condition, extent (in hectares), Ecological Vegetation Class and bioregional conservation status.<br>• The location, number, circumference (in centimetres measured at 1.3 metres above ground level) and species of any large trees within patches.<br>• The location, number, circumference (in centimetres measured at 1.3 metres above ground level) and species of any scattered trees, and whether each tree is small or large. |
| 11 | Information about impacts on rare or threatened species habitat, including:<br>• The relevant section of the *Habitat importance map* for each rare or threatened species requiring a species offset.<br>• For each rare or threatened species that the native vegetation to be removed is habitat for, according to the Habitat importance maps:<br>- the species' conservation status<br>- the proportional impact of the removal of native vegetation on the total habitat for that species<br>- whether their habitats are highly localised habitats, dispersed habitats, or important areas of habitat within a dispersed species habitat.<br>*Note: A report from DELWP systems and tools contains information required to address this application requirement.* |



## 6.5 Site assessments

A site assessment includes:

- A habitat hectare assessment of any patches of native vegetation, including the condition, extent (in hectares), EVC and bioregional conservation status.
- The location, number, circumference (in centimetres measured at 1.3 metres above ground level) and species of large trees within patches.
- The location, number, circumference (in centimetres measured at 1.3 metres above ground level) and species of scattered trees, and whether each tree is small or large.

A site assessment must be completed by an accredited native vegetation assessor.

Accredited native vegetation assessors are listed on DELWP's Vegetation Quality Assessment Competency Register and have current accreditation (less than two years old at the time the site assessment is completed). A site assessment report must be current, as detailed in the Assessor's handbook.

### 6.5.1 Basic and Intermediate Assessment Pathway

Applications in the Basic Assessment Pathway and Intermediate Assessment Pathway do not require a site assessment by an accredited native vegetation assessor. A responsible authority cannot require an applicant for a Clause 52.16 or Clause 52.17 permit that is in the Basic or Intermediate Assessment Pathway to engage an accredited native vegetation assessor.

The applicant may choose to engage an accredited native vegetation assessor to assist them, or to conduct a site assessment. If this is done, the site assessed information is used in place of the mapped information.

If an endangered EVC is identified on site for a Basic Assessment Pathway application decision guideline 9 about impacts to endangered EVCs is applied.

### 6.5.2 Detailed Assessment Pathway

All applications in the Detailed Assessment Pathway require a site assessment. The site assessed information is used when applying the decision guidelines for Detailed Assessment Pathway applications.

## 6.6 Referral of planning permit applications

Under Clause 66 *Referral and Notice Provisions* of planning schemes, the following applications are referred to the Secretary to DELWP (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*):

- to remove, destroy or lop native vegetation in the Detailed Assessment Pathway
- to remove, destroy or lop native vegetation if a PVP applies to the site
- to remove, destroy or lop native vegetation on Crown land which is occupied or managed by the responsible authority.




# 7 Decision guidelines

The purpose of this section is to set out the decision guidelines that the responsible or referral authority must consider when deciding on an application to remove native vegetation. These decision guidelines are set out in Table 6.

An application to remove native vegetation that does not meet the definition of a patch or a scattered tree as set out in section 3.1 is assessed using the decision guidelines for the Basic Assessment Pathway, as appropriate, but no offset is required if a permit is granted.

If the application is for a permit under 52.16 or 52.17 of the planning scheme the responsible authority must also consider all relevant parts of the planning scheme, including Clause 65 *Decision guidelines*.

The Assessor's handbook provides more information on how to apply these decision guidelines.

**Table 6: Decision guidelines for applications to remove native vegetation**

| Number | Decision guidelines to be considered |
|---|---|
| 1 | Efforts to avoid the removal of, and minimise the impacts on, native vegetation should be commensurate with the biodiversity and other values of the native vegetation, and should focus on areas of native vegetation that have the most value. Taking this into account consider whether:<br>• the site has been subject to a regional or landscape scale strategic planning process that appropriately avoided and minimised impacts on native vegetation<br>• the proposed use or development has been appropriately sited or designed to avoid and minimise impacts on native vegetation<br>• feasible opportunities exist to further avoid and minimise impacts on native vegetation without undermining the key objectives of the proposal. |

| Number | Decision guidelines to be considered |
|---|---|
| 2 | The role of native vegetation to be removed in:<br>• Protecting water quality and waterway and riparian ecosystems, particularly within 30 metres of a wetland or waterway in a special water supply catchment area listed in the *Catchment and Land Protection Act 1994*.<br>• Preventing land degradation, including soil erosion, salination, acidity, instability and water logging particularly:<br>- where ground slopes are more than 20 per cent<br>- on land which is subject to soil erosion or slippage<br>- in harsh environments, such as coastal or alpine areas.<br>• Preventing adverse effects on groundwater quality, particularly on land:<br>- where groundwater recharge to saline water tables occurs<br>- that is in proximity to a discharge area<br>- that is a known recharge area. |
| 3 | The need to manage native vegetation to preserve identified landscape values. |
| 4 | Whether any part of the native vegetation to be removed, destroyed or lopped is protected under the *Aboriginal Heritage Act 2006*. |
| 5 | The need to remove, destroy or lop native vegetation to create defendable space to reduce the risk of bushfire to life and property, having regard to other available bushfire risk mitigation measures. |
| 6 | Whether the native vegetation to be removed is in accordance with any Property Vegetation Plan that applies to the site. |
| 7 | Whether an offset that meets the offset requirements for the native vegetation to be removed has been identified and can be secured in accordance with the Guidelines. |
| 8 | **For Clause 52.16 applications**, consider in relation to the native vegetation to be removed:<br>• The purpose and objectives of the Native Vegetation Precinct Plan.<br>• The effect on any native vegetation identified for retention in the Native Vegetation Precinct Plan.<br>• The potential for the effectiveness of the Native Vegetation Precinct Plan to be undermined.<br>• The potential for the proposed development to lead to the loss or fragmentation of native vegetation identified for retention in the Native Vegetation Precinct Plan.<br>• Offset requirements in the Native Vegetation Precinct Plan. |
| 9 | For applications in both the **Intermediate and Detailed Assessment Pathway only** – consider the impacts on biodiversity based on the following values of the native vegetation to be removed:<br>• The extent.<br>• The condition score.<br>• The strategic biodiversity value score.<br>• The number and circumference of any large trees.<br>• Whether it includes an endangered Ecological Vegetation Class.<br>• Whether it includes sensitive wetlands or coastal areas. |
| 10 | For applications in the **Detailed Assessment Pathway only** – consider the impacts on habitat for rare or threatened species. Where native vegetation to be removed is habitat for rare or threatened species according to the *Habitat importance maps*, consider the following:<br>• The total number of species' habitats.<br>• The species habitat(s) that require a species offset(s).<br>• The proportional impact of the native vegetation removal on the total habitat for each species, as calculated in section 5.3.1.<br>• The conservation status of the species (per the Advisory Lists maintained by DELWP).<br>• Whether the habitats are highly localised habitats, dispersed habitats, or important areas of habitat within a dispersed species habitat. |

# 8 Permit conditions

If a permit is granted to remove native vegetation under Clause 52.16 or 52.17 it must include a condition that an offset that meets the offset requirement, determined in accordance with the Guidelines, is secured.

Offset requirements are secured in one of the following ways:

- credit extract(s) are allocated to the permit from the Native Vegetation Credit Register
- a first party offset site is established, including a signed security agreement and management plan described in section 9.

Standard offset permit conditions are provided in the Assessor's handbook.

Permit conditions include:

- evidence is provided to the responsible authority that the offset is secured
- the offset is secured before that native vegetation is removed
- the offset is secured to the satisfaction of the responsible authority.



# 9 Establishing offset sites

An offset is required to compensate for the loss in biodiversity value from the removal of native vegetation, as described in section 5.

An offset is delivered by the ongoing protection and management of native vegetation at an offset site. The protection provides long term security for the native vegetation and the management actions maintain or improve the condition of the native vegetation to achieve *gain*.

This section describes how offsets are established, how gain is calculated at offset sites, and how offsets are recorded and traded. The calculation of gain in habitat units for offset sites is comparable to the calculation of offset amount for native vegetation that is to be removed (section 5).

***Offset type***

An offset can be either a:

- first party offset – on the same property as the proposed removal of native vegetation, or on another property owned or managed (in the case of Crown land) by the party requiring the offset
- third party offset – on another party's property. Third party offsets are traded as native vegetation credits.

***Native vegetation category at an offset site***

An offset can be any or a combination of the following, provided it meets the eligibility criteria in section 9.1 of the Guidelines:

- a patch of native vegetation
- scattered trees
- revegetation.

## 9.1 Eligibility requirements for offset sites

### 9.1.1 General eligibility requirements

All offset sites must meet the following eligibility requirements:

- current and future land use(s) must be compatible with managing the native vegetation for conservation. Native vegetation management to reduce the risk of bushfire must be considered
- the native vegetation to be protected is not already being used to offset other removal of native vegetation or species habitat, required under Victorian or Commonwealth legislation
- the native vegetation to be protected is not subject to a current agreement or initiative to generate carbon credits
- the native vegetation to be protected is not subject to a current agreement under a biodiversity or native vegetation related incentive or grant program
- the landowner or manager can control significant threats to the condition of the native vegetation.

### 9.1.2 Managing bushfire risk of offset sites

Managing an offset site for conservation objectives may be in conflict with managing native vegetation to reduce the risk to life and property from bushfire. To eliminate this conflict all offset sites must meet the following eligibility requirements in relation to managing bushfire risk. An offset cannot be established within:

- 150 metres of a dwelling[12] or any area (building envelope) to be used as a dwelling in the future if the dwelling or area is within a Bushfire Management Overlay (BMO)
- 50 metres of a dwelling[13] or any area (building envelope) that will or may be used as a dwelling in the future, when the dwelling or area is not within a BMO.

The distance can be reduced if the landowner or manager of the offset site has written approval from the Country Fire Authority, or relevant fire authority as defined by the planning schemes, that this distance can be safely reduced.

### 9.1.3 Patches of native vegetation

A patch of native vegetation must meet the following eligibility requirements to be an offset:

- patches of native vegetation that are assessed by an accredited native vegetation assessor must:
  - have a minimum 'site condition score' of 30 out of 75,[13] and
  - any treeless EVCs must also have a minimum 'lack of weeds score'[14] of 7 out of 15.

12 Dwelling includes any building used for accommodation.

13 This is the site condition score determined in accordance with the Vegetation Quality Assessment Manual. Native canopy trees within a patch of native vegetation with a site condition score below 30 out of 75, and that are greater than or equal to 75% of the large tree DBH benchmark for the relevant bioregional EVC, can be protected as scattered trees.

14 This is the lack of weeds score determined in accordance with the Vegetation Quality Assessment Manual.

- as a guide, patches of native vegetation that are not assessed by an accredited native vegetation assessor should have a minimum condition score of 0.4 out of 1, in the *Native vegetation condition map*.

#### 9.1.4 Scattered trees

A scattered tree must meet the following eligibility requirements to be an offset:

- the tree must have a DBH greater than or equal to 75 per cent of the large tree DBH benchmark for the relevant bioregional EVC. See section 3.2.1.
- each scattered tree must have an area of land secured around it to provide space for recruitment. The area protected around each scattered tree must be a circle with a diameter of at least 30 metres, with the tree in the centre of the circle. When an accredited native vegetation assessor completes a gain scoring assessment (section 9.4.4), the area protected must be twice the canopy diameter of the scattered tree or the 30 metre circle, whichever is greater in area.

#### 9.1.5 Revegetation

Revegetation offset sites can only generate general habitat units, not species habitat units.

Revegetation of native vegetation must meet the following eligibility requirements to be an offset:

- revegetation must be for a woody vegetation type
- revegetation offset sites must meet the following size requirements:
  - for revegetation not abutting a patch of native vegetation the area of revegetation must have an area to perimeter ratio[15] of at least 20.
  - for revegetation abutting a patch of native vegetation the combined area of revegetation plus adjacent patch of native vegetation must have an area to perimeter ratio[15] of at least 20.

#### 9.1.6 Freehold land transferred to the Crown

Freehold land transferred to the Crown must meet the following eligibility requirements to be an offset:

- the land meets the assessment criteria for proposed regional conservation land acquisitions
- the minister responsible for administering the applicable Act has agreed that the land can be accepted into the Crown land estate
- the land is reserved in the parks and reserve system under either the *National Parks Act 1975* or *Crown Land (Reserves) Act 1978*.

#### 9.1.7 Existing Crown land

Existing Crown land must meet the following eligibility requirements to be an offset:

- the offset site is reserved[16] land, and can be managed for conservation objectives
- the offset is only used to either:
  - offset clearing on Crown land, or
  - to provide species offsets that are not available on freehold land.

### 9.2 Security requirements

Offset sites must provide permanent compensation for the loss in biodiversity value from the removal of native vegetation. This is achieved via one of the following security agreements.

#### 9.2.1 Freehold land

Freehold land can be secured as an offset by entering into a security agreement with a relevant statutory body that:

- contains a legally enforceable provision
- has no termination date
- is registered on the land title
- contains an offset management plan as detailed in section 9.3.

Agreements that comply with these requirements include:

- an agreement with the Secretary to DELWP under section 69 of the *Conservation Forest and Lands Act 1987*
- an agreement with a responsible authority under section 173 of the *Planning and Environment Act 1987*
- an agreement with Trust for Nature to register an offset covenant under the *Victorian Conservation Trust Act 1972*.

15 The area to perimeter ratio is calculated by dividing the area (metres squared) by the perimeter (metres).

16 This means land of the Crown that has been reserved or set aside for a purpose under an Act.

Third party offset sites can only be secured with:

- an agreement with the Secretary to DELWP under section 69 of the *Conservation Forests and Lands Act 1987*
- an agreement with Trust for Nature to register an offset covenant under the *Victorian Conservation Trust Act 1972*.

### 9.2.2 Freehold land transferred to the Crown

Freehold land transferred to the Crown is secured as an offset when:

- the Crown land manager and the Secretary to DELWP sign a Crown land offset Memorandum of Understanding (MOU), and
- the Crown land offset MOU is listed as an encumbrance on the Crown land register.

### 9.2.3 Existing Crown land

Existing Crown land is secured as an offset when:

- the Crown land manager and the Secretary to DELWP sign a Crown land offset MOU, and
- the Crown land offset MOU is listed as an encumbrance on the Crown land register.

## 9.3 Offset management

The required management of an offset site is detailed in an offset management plan. This plan includes 10 years of management commitments for the offset site. It also includes ongoing management actions to maintain the vegetation at the improved condition, following the initial 10 year period.

The offset management plan is attached as a schedule to the offset security agreement described in section 9.2.

All offset sites must have an offset management plan, except for freehold land transferred to the Crown.

Offset management plans must accord with the *Native vegetation gain scoring manual, Version 2*[17] and include the following minimum requirements:

- retain all trees, including dead trees that are standing
- exclude stock and other threats
- ensure that weed cover does not increase beyond the current level
- monitor for new and emerging weeds and eliminate to less than one per cent
- retain all logs, fallen timber and organic litter
- control rabbits
- for grassland vegetation types biomass management may be a requirement
- when the offset is scattered trees, at least five recruits need to regenerate, or be planted in the area around each protected scattered tree. The recruits must be native canopy tree species as specified in the relevant bioregional EVC benchmark. If the recruits die during the life of the 10 year management plan they must continue to be replaced until at least five recruits are established
- for revegetation offsets, the revegetation must be in accordance with the minimum planting standards specified in the *Native vegetation gain scoring manual, Version 2*[18]
- report annually on management actions.

## 9.4 Gain and generation of habitat units

Gain is the predicted improvement in biodiversity value of native vegetation due to active management and increased security provided at the offset site.

The gain generated through management and security of an offset site compensates for the biodiversity losses from the removal of native vegetation. To allow this to occur, gain at offset sites is calculated in a manner that is comparable with the calculation of offset amount when native vegetation is removed, i.e. in general or species habitat units (section 5).

### 9.4.1 Types of gain

Different types of gain can be generated by landowners, these include:

- Prior management gain – this acknowledges past management undertaken by a landowner on a freehold site, prior to establishing the offset site. Prior management gain only applies to existing native vegetation.

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- Security gain – this is generated when a landowner increases the protection of native vegetation on their land.
- Maintenance gain – this is achieved by giving up currently allowed land uses and controlling threats that affect native vegetation condition to avoid the expected decline in native vegetation condition predicted to occur over a 10 year period.
- Improvement gain – this is achieved from management commitments that are predicted to improve the current vegetation condition over a 10 year period.

Gain can only be generated by management actions and commitments that are in addition to existing obligations under legislation, existing agreements or contracts.

A gain score is calculated for each habitat zone in an offset site, and scattered trees are assigned a standard gain score. Gain at an offset site is determined in accordance with the *Native vegetation gain scoring manual, Version 2*.[19] The gain score is the sum of prior management gain, security gain, maintenance gain and improvement gain, as relevant.

### 9.4.2 Calculating biodiversity gain in habitat units

A combination of site-based and landscape scale information is used to calculate the amount of gain generated by the native vegetation to be protected as an offset. This is done in a way that is comparable to the calculation of biodiversity loss when native vegetation is removed as described in section 5.

Biodiversity gain at an offset site is represented by general or species habitat units. These are calculated as follows.

For the purposes of the Guidelines the gain score, determined in accordance with section 9.4.1, is divided by 100 to achieve a value between 0 and 1. This is combined with the extent (in hectares) of the native vegetation to be protected or the area of revegetation to determine the habitat hectares of gain, a site-based measure of gain at the offset site.

***Habitat hectares of gain***

$$= \text{extent of native vegetation} \times \frac{\text{gain score}}{100}$$

The habitat hectares of gain is then combined with a landscape factor to obtain an overall measure of the gain from the native vegetation to be protected. This is done in a way that ensures site-based information has more influence in the calculation than landscape scale information. This ensures that security and site-based management actions have more influence in determining gain at the offset site.

There are two types of landscape factor derived from landscape scale information described in section 3.

***General landscape factor*** – this is determined using an adjusted strategic biodiversity value score.

***Species landscape factor*** – this is determined using an adjusted habitat importance score for each rare or threatened species habitat mapped at a site in a *habitat importance map*.

The overall biodiversity gain at an offset site is measured as follows:

***General habitat units*** = habitat hectares of gain × general landscape factor

***Species habitat units*** = habitat hectares of gain × species landscape factor

DELWP systems and tools use site data from applicants to calculate biodiversity gain in habitat units that can be achieved from undertaking management actions and establishing security agreements on native vegetation at an offset site.

### 9.4.3 Attributes of an offset site

Offsets to compensate for the biodiversity loss from the removal of native vegetation must meet certain attributes as detailed in section 5.3.3.

Information about an offset site that is considered for this purpose includes the following.

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For general habitat units:

- the Catchment Management Authority
- the strategic biodiversity value score
- the number of large trees.

For species habitat units:

- the rare or threatened species that the units are generated for
- the number of large trees.

### 9.4.4 Gain scoring assessment

A gain scoring assessment is an assessment of a potential offset site completed by an accredited native vegetation assessor. It includes:

- a site assessment as outlined in section 6.5
- calculation of the gain score in accordance with the *Native vegetation gain scoring manual, Version 2*[20], and
- an assessment of a sites eligibility, including any significant threats to the condition of the native vegetation.

For species offsets, the habitat characteristics of the native vegetation to be protected must be consistent with the habitat requirements of the rare or threatened species for which it generates habitat units. If a gain scoring assessment finds habitat characteristics that are clearly inconsistent with the requirements of a species that is mapped at a proposed offset site, species habitat units cannot be created for that species.

A gain scoring assessment must be undertaken in the following circumstances:

- all third party offset sites
- first party offset sites generating species habitat units, or that are located within wetland vegetation types.

DELWP has systems and tools that calculate a simplified gain score. These tools can be used instead of undertaking a gain scoring assessment for first party offset sites generating general habitat units only, that are not located within wetland vegetation types.

## 9.5 Offset trading and registration

The Native Vegetation Offset Register contains information relating to existing offsets including the number of habitat units that an offset generates and when these offsets have been used to offset the removal of native vegetation. The Native Vegetation Offset Register includes the Native Vegetation Credit Register that tracks the creation and sale of third party offsets.

### 9.5.1 Third party offsets

Third parties can sell the habitat units that their offset generates (known as credits) to permit holders needing to meet offset requirements.

Third party offset sites must be recorded on the Native Vegetation Credit Register.

### 9.5.2 First party offsets

First party offsets are established on land owned by the holder of a permit to remove native vegetation in order to meet their own offset requirements. The habitat units generated at a first party offset site cannot be sold to another party.

First party offset sites should be recorded on the Native Vegetation Offset Register.

Any first party offset that will be allocated over time to a number of approvals must be registered on the Native Vegetation Offset Register. This ensures that units are correctly allocated.

### 9.5.3 Crown land offsets

Crown land offsets must be visible to all current and future Crown land managers and the public. All first and third party Crown land offsets must be registered on the Native Vegetation Offset Register.

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# 10 Strategic plans for native vegetation protection and management

This section sets out two strategic plans that can be used in the planning system for the protection and management of native vegetation; a NVPP and a PVP.

The methods and approaches outlined in the Guidelines should be used when developing a NVPP or PVP.

## 10.1 Native Vegetation Precinct Plan

A NVPP provides for the strategic management of native vegetation for a defined area or precinct. A NVPP is established via a planning scheme amendment that incorporates the plan and lists it in the schedule to Clause 52.16.

*Preparing a native vegetation precinct plan* (DELWP, 2017), available on the DELWP website, provides guidance and a NVPP template for planning authorities.

As part of the process for preparing a NVPP for incorporation into a planning scheme, a planning authority must:

- demonstrate that the objectives for native vegetation management have been met
- demonstrate that the NVPP has been developed in accordance with the Guidelines, including the application of the three-step approach described in section 4
- include information listed at Table 4 and Table 5 of the Guidelines, noting that the site assessment report must:
  - be for the total area to which the NVPP applies, and
  - include information for the native vegetation to be removed and the native vegetation to be retained.

A NVPP prepared for incorporation into the planning scheme after the commencement of Amendment CV 138 must:

- specify the purpose and objectives of the plan
- specify the area to which the plan applies
- map and describe the native vegetation that can be removed, destroyed or lopped
- map and describe the native vegetation to be retained
- set out the offset requirement, determined in accordance with section 5 of the Guidelines, for native vegetation that can be removed, destroyed or lopped
- specify management responsibilities and actions for native vegetation to be retained, and
- provide an offset statement that includes evidence that an offset that meets offset requirements for the removal of native vegetation is available, and explains how it will be secured in accordance with section 9 of the Guidelines, if the plan is incorporated. This statement must also include how the responsibility for securing offsets is to be divided amongst multiple properties or parties, where relevant.

A NVPP must also include mechanisms for tracking the removal of native vegetation and corresponding securing of offsets, to ensure that this occurs in accordance with the NVPP.

A NVPP may include any other information necessary to achieve the purpose and effective implementation of the plan.

## 10.2 Property Vegetation Plan

A PVP provides for the strategic management of native vegetation for a single property. A PVP relates to the management of native vegetation within a property contained within an agreement made pursuant to section 69 of the *Conservation, Forests and Lands Act 1987*. This definition of a PVP can also be found at Clause 72 of the Victoria Planning Provisions.

A PVP must:

- be developed in accordance with the Guidelines, and in accordance with the relevant PVP template
- identify areas of native vegetation that will be removed
- identity how the native vegetation removal will be offset, and
- be approved by the Secretary to DELWP.

A planning permit is required to remove the native vegetation specified in the PVP. The responsible authority must include conditions that the native vegetation removal must start within two years and be completed within ten years of the date of issuing a permit.

Further information on how to develop a PVP is available on the DELWP website.




# 11 Alternative arrangements

This section describes circumstances where alternative arrangements may apply in relation to the offset requirements specified in section 5, and the gain generated specified in section 9.4.

## 11.1 Use of site-based information to supplement mapped information

Site-based information may be used instead of the *Habitat importance map* for a rare or threatened species as described in section 3 in some circumstances. The circumstances where this can occur are as follows.

### 11.1.1 Native vegetation removal

***Species habitat mapped at the site***

A rare or threatened species habitat, as shown in a *Habitat importance map*, can be removed from consideration in the assessment of an application for a permit to remove native vegetation, in the following circumstances:

- a competent ecologist confirms that the native vegetation to be removed has habitat characteristics[21] that are clearly inconsistent with the habitat requirements of that particular species, and
- written approval is provided by the Secretary to DELWP.

***Species habitat not mapped at the site***

A rare or threatened species can be considered in the assessment of an application when the species' *Habitat importance map* does not show the native vegetation to be removed as its habitat, in the following circumstances:

- there is recent evidence of the species using the native vegetation to be removed as habitat, and
- the native vegetation to be removed has habitat characteristics[21] that are clearly consistent with the habitat requirements of that species.

This arrangement allows for consideration of rare or threatened species habitat as described at decision guideline 10, as relevant. It does not provide for authorities to require applicants to conduct species surveys or secure species offsets for that particular species.

### 11.1.2 Native vegetation protection

***Species habitat mapped at the site***

When species habitat is mapped in a *Habitat importance map* at a proposed offset site, species habitat units cannot be created, in accordance with section 9.4.2, if a competent ecologist confirms that the species' habitat requirements are clearly inconsistent with habitat characteristics[21] of the site.

***Species habitat not mapped at the site***

Species habitat units can be created at a proposed offset site for a rare or threatened species where its habitat is not mapped at the site in a *Habitat importance map*, with the approval of the Secretary to DELWP. For this to apply a competent ecologist must confirm that:

- there is recent evidence of the species using the site as habitat, and
- the habitat characteristics[21] of the site are clearly consistent with the habitat requirements of that species.

21 Information gathered during a habitat hectare assessment is sufficient to confirm habitat characteristics, targeted species surveys are not required.

## 11.2 Alternative arrangements for general offsets

The strategic biodiversity value score attribute for general offsets can be reduced by a maximum of ten per cent (i.e. to no less than 70 per cent of the strategic biodiversity value score of the native vegetation to be removed) if the offset secured includes protection of any (or all) of the following:

- ten per cent more general habitat units than are required
- at least two large trees for every large tree to be removed.

This facilitates the protection of native vegetation in fragmented landscapes that may have biodiversity value, including the presence of large trees. These areas can have lower strategic biodiversity value scores than larger connected areas of native vegetation.

## 11.3 Alternative arrangements for species offsets

An inability to secure a species offset may indicate that the proposed removal of native vegetation will have an unacceptable impact on habitat for that species, and a responsible authority may decide not to grant the permit.

If a suitable species offset cannot be identified an applicant may:

- consider further steps to avoid or minimise impacts to reduce offset requirements
- appoint an ecologist to review offset requirements and/or species habitat units available at an offset site, as described in section 9.4
- consider activities or alternative management actions that will generate additional gain for the species at an offset site
- contact landowners or land managers of sites that may be able to be used to generate species habitat units that meet the offset requirements.

If the above actions do not address the inability to secure a species offset, the applicant can propose an alternative offset for the species habitat. The alternative offset must generates direct habitat improvements for the species, that provide equivalent compensation for the removal of its habitat.

Alternative arrangements for species offsets are considered for approval on a case by case basis by DELWP and must be to the satisfaction of the Secretary to DELWP. If offsets are available, the cost of the offset is not a valid reason for proposing alternative offset arrangements.

## 11.4 Offsets for native forest timber harvesting

Offset requirements for removing native vegetation for timber harvesting can be met via regeneration, when removal occurs in accordance with a native forest timber harvesting PVP that applies to the land. For this to occur, the PVP must be developed in accordance with *Property Vegetation Plan template - Native forest timber harvesting*.

The *Property Vegetation Plan template - Native forest timber harvesting* refers to standards and minimum requirements[22] for:

- avoiding and minimising impacts on biodiversity and other values of native vegetation
- regeneration.

A native forest timber harvesting PVP can be developed for the following harvesting types:

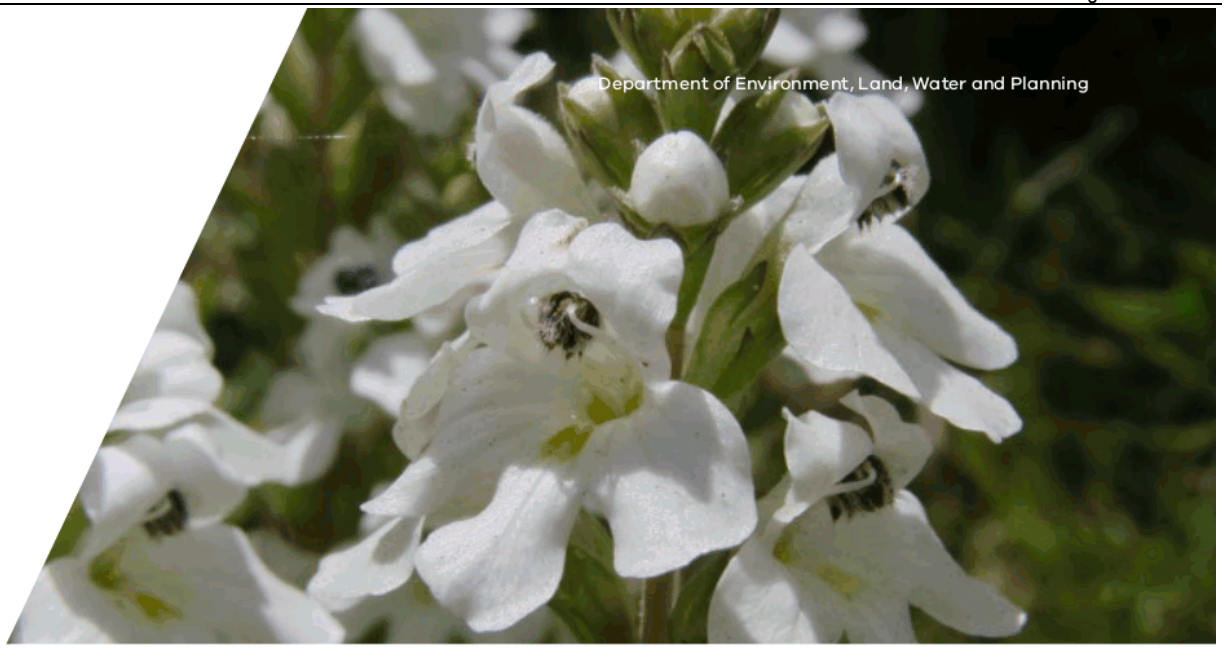
- clearfall harvesting with a coupe size of 20 hectares or less
- retention harvesting with a coupe size of 40 hectares or less
- selective harvesting or thinning with a coupe size of 120 hectares or less.

Any native forest timber harvesting application that does not include an approved native forest timber harvesting PVP must comply fully with the Guidelines.

The native forest timber harvesting PVP can also be the Timber Harvesting Plan under the *Code of Practice for Timber Production 2014*.

The *Property Vegetation Plan template - Native forest timber harvesting* is available on the DELWP website.

22 Standards and minimum requirements are detailed in the *Code of Practice for Timber Production* 2014, *Management guidelines for private native forests and plantations*, and the *Management Standards and Procedures for timber harvesting operations* in Victoria's State forests 2014.




# Glossary

**Accredited native vegetation assessor** – A native vegetation assessor listed on DELWP's Vegetation Quality Assessment Competency Register. An accredited native vegetation assessor must have current accreditation (less than two years old at the time the site assessment is completed).

**Avoid** – A use or development has successfully avoided the removal, destruction or lopping of native vegetation when native vegetation is not removed and there are no impacts on biodiversity or other values.

**Biodiversity value of native vegetation** –Values of native vegetation considered in the Guidelines that relate to biodiversity including extent of native vegetation, large trees, native vegetation condition, EVC, sensitive wetlands and coastal areas, strategic biodiversity value, and habitat for rare or threatened species.

**Bioregion** – A landscape-scale approach to classifying the environment using a range of attributes such as climate, geomorphology, geology, soils and vegetation. There are 28 bioregions identified within Victoria.

**Canopy tree** – A mature tree (i.e. it is able to flower) that is greater than 3 metres in height and is normally found in the upper layer of the relevant vegetation type.

**Condition score** – A score that describes how close native vegetation is to its mature natural state. The condition score is a value between 0 and 1. For the purposes of the Guidelines the condition score is the 'Habitat score', as described in the Vegetation Quality Assessment Manual, divided by 100 to achieve a value between 0 and 1.

**Coupe size** – A coupe is an area of forest from which timber is harvested in one operation. Coupe size is measured as the net harvested area of the coupe i.e. it does not include the area excluded from harvesting.

**Diameter at Breast Height (DBH)** – The diameter of the main trunk of a tree measured over bark at 1.3 metres above ground level.

**Dispersed habitat** – A habitat for a rare or threatened species that is more than 2,000 hectares and is usually less geographically restricted than a highly localised habitat.

**Ecological Vegetation Class (EVC)** – A native vegetation type classified on the basis of a combination of its floristics, lifeforms, and ecological characteristics.

**Extent of native vegetation** – The area of land covered by a patch and/or a scattered tree, measured in hectares.

**Gain** – The predicted improvement in biodiversity value of native vegetation due to active management and increased security provided at an offset site.

**Gain score** – The sum of prior management gain, security gain, maintenance gain and improvement gain, as relevant. For the purposes of the Guidelines the gain score determined in accordance with the *Native vegetation gain scoring manual, Version 2* (or its successor) is divided by 100 to achieve a value between 0 and 1.

**General habitat score** – A measure of the overall biodiversity value of native vegetation.

**General habitat unit** – A measure of loss and gain in overall biodiversity value of native vegetation. General habitat units are used to measure offset amount and gain generated at an offset site.

**General offset** – An offset requirement specified in general habitat units to compensate for the biodiversity loss from native vegetation removal.

**Habitat hectare assessment** – An assessment of native vegetation to determine its condition, extent (in hectares) and EVC. The assessment must be completed by an accredited native vegetation assessor following methodology described in *Native vegetation: sustaining a living landscape. Vegetation Quality Assessment Manual – Guidelines for applying the habitat hectares scoring method, Version 1.3* (or its successor) and updated in the Assessor's handbook.

**Habitat hectares** – A site-based measure of biodiversity value that is calculated by multiplying the extent of native vegetation by its condition score. *Habitat hectares = extent × condition score.*

**Habitat importance score** – A measure of the importance of a location in the landscape as habitat for a particular rare or threatened species in relation to other locations of habitat for that species. The *Habitat importance map* for a rare or threatened species shows its habitat importance scores.

**Highly localised habitat** – Habitat for a rare or threatened species that covers less than 2,000 hectares and is typically geographically restricted.

**Landscape factor** – A value used when calculating habitat units, determined using landscape-scale information. There are two types of landscape factor, general and species:

The general landscape factor is determined using an adjusted strategic biodiversity value score.

The species landscape factor is determined using an adjusted habitat importance score for each rare or threatened species habitat mapped at a site in a *Habitat importance map.*

**Large tree** – A native canopy tree with a Diameter at Breast Height (DBH) greater than or equal to the large tree benchmark for the relevant bioregional EVC. A large tree can be either a large scattered tree or a large tree contained within a patch.

**Location category** – There are three location categories that indicate potential risk to biodiversity from removing less than 0.5 hectares of native vegetation. These categories are shown in the *Location map* as Location 3, Location 2 and Location 1.

**Mapped wetland** – Any wetland included in the *current wetlands* layer.

**Minimise** – Locating, designing or managing a use or development to ensure that the impacts of native vegetation removal on biodiversity and other values are kept to the minimum necessary.

**Native vegetation** – Native vegetation is defined in Clause 72 of the Victoria Planning Provisions and all local planning schemes as 'plants that are indigenous to Victoria, including trees, shrubs, herbs and grasses'.

**Native Vegetation Credit Register** – A statewide register of native vegetation credits that meet minimum standards for security and management of sites. The register is administered by DELWP and records the creation, trade and allocation of credits to meet offset requirements.

**Native Vegetation Offset Register** – A statewide register containing information relating to existing and potential offsets including the number of habitat units that an offset generates and when these offsets have been used to offset the removal of native vegetation. The Native Vegetation Offset Register is administered by DELWP, and includes the Native Vegetation Credit Register.

**No net loss** – The outcome that the native vegetation removal regulations achieve by ensuring that native vegetation removal is avoided, minimised and offset.

**Other values of native vegetation** – Values of native vegetation considered in the Guidelines that are not biodiversity values are land and water protection, identified landscape values and native vegetation protected under the *Aboriginal Heritage Act 2006*.

**Patch** – A patch of native vegetation is:

- an area of vegetation where at least 25 per cent of the total perennial understorey plant cover is native, or
- any area with three or more native canopy trees where the drip line of each tree touches the drip line of at least one other tree, forming a continuous canopy, or
- any mapped wetland included in the *Current wetlands map*, available in DELWP systems and tools.

**Perennial** – A plant that lives for more than two years. Perennials include species that are always visible e.g. shrubs and trees, but also include species that are not always visible above ground.

**Property** – land under common occupation particularly for the purpose of rating, billing or habitation. Property is typically described by street addresses, standard property identifier or a municipal rate assessment number. A property can consist of one parcel, many parcels, or part of a parcel, where a parcel is the smallest unit of land able to be transferred within Victoria's cadastral system.

**Rare or threatened species** – A species that is listed as critically endangered, endangered, vulnerable or rare in Victoria on Advisory Lists maintained by DELWP. Advisory Lists are existing or subsequent versions of the following, or their successor:

- Advisory List of Rare or Threatened Plants in Victoria (DEPI, 2014) as 'endangered', 'vulnerable', or 'rare'.
- Advisory List of Threatened Vertebrate Fauna in Victoria (DSE, 2013) as 'critically endangered', 'endangered' or 'vulnerable'.
- Advisory List of Threatened Invertebrate Fauna in Victoria (DSE, 2009) as 'critically endangered', 'endangered' or 'vulnerable'.

**Scattered tree** – A native canopy tree that does not form part of a patch.

**Sensitive wetlands and coastal areas** – These areas are included in Location 2 of the *Location map* and specifically relate to wetlands designated under the Convention on Wetlands of International Importance (the Ramsar Convention); wetlands listed in the Directory of Important Wetlands of Australia; and internationally important sites for Migratory Shorebirds of the East Asian-Australasian Flyway.

**Species habitat score** – A measure of the biodiversity value of native vegetation at a site for a particular rare or threatened species. This score is calculated for each rare or threatened species that the site provides habitat for.

**Species habitat unit** – A species habitat unit is the measure of loss and gain in biodiversity value of native vegetation for a particular rare or threatened species. Species habitat units are used to measure offset amount and gain generated at an offset site.

**Species offset** – An offset requirement specified in species habitat units to compensate for the impact on a rare or threatened species habitat from native vegetation removal.

**Species-general offset test** – A test used to determine whether a general or species offset is required based on the impact of native vegetation removal on habitat for rare or threatened species.

**Strategic biodiversity value score** – A rank of a location's complementary contribution to Victoria's biodiversity, relative to other locations across the state. The strategic biodiversity value score of native vegetation is shown in the *Strategic biodiversity value map*.

**Vegetation Quality Assessment Manual** – This is the Department of Sustainability and Environment 2004 published document titled *Native vegetation: sustaining a living landscape. Vegetation Quality Assessment Manual – Guidelines for applying the habitat hectares scoring method, Version 1.3* or its successor.


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# Council Meeting

**27 September 2021**

**Agenda Item No: 10.2**

# PORT PHILLIP & WESTERN PORT REGIONAL CATCHMENT STRATEGY

**Contact Officer: Emily Boucher, Manager Parks & Open Space**

## Purpose of Report

The Port Phillip and Westernport Catchment Management Authority (PPWCMA) has developed a new Regional Catchment Strategy (RCS). Following public consultation, they are now seeking Council approval to be listed as a 'partner organisation'.

## Disclosure of Officer / Contractor Conflict of 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 endorse Kingston City Council to be listed as a partner organisation in the Port Phillip and Westernport Regional Catchment Strategy.

## 1. Executive Summary

Throughout 2021, the Port Phillip and Westernport Catchment Management Authority (PPWCMA) has been developing a new Regional Catchment Strategy (RCS). Regional Catchment Strategies are prepared under provisions of the *Catchment and Land Protection Act 1994* – the legislation that promotes and enables integrated catchment management across Victoria.

The RCS is founded on the principle that collaboration by many organisations is vital to achieving environmental improvements for our region. The RCS highlights the important role and plans of Councils, Government agencies and other organisations and shows how each is part of the whole region's conservation endeavours.

The RCS outlines a vision for integrated catchment management in this region and describes the challenges and opportunities in water supply, waterways, groundwater, native vegetation, native animals, land use, soil health, agriculture, coasts, marine environments, community volunteerism and climate change. It then identifies informed and measurable targets for the future health and resilience of our environment.

The RCS also provides a Prospectus which showcases priority projects that can contribute to achieving the targets identified, which will help investors identify projects they may wish to support.

As part of the finalisation of the RCS, organisations are being invited to be listed as 'partner organisations'. It is hoped that a large and diverse list of partner organisations will strongly demonstrate to the Victorian Government that there is substantial organisational and

community support for protecting and improving natural resources of this region, and a widespread willingness to contribute and collaborate.

There is no financial commitment associated with being listed as a partner organisation. Kingston's logo will not be used in the document.

In line with Guidelines and embracing modern approach to strategic thinking, the new RCSs are being produced as websites. The full PPWRCS can be viewed here https://portphillipwesternport.rcs.vic.gov.au/ however a summary document is attached.

## 2. Background

The Regional Catchment Strategies are prepared under provisions of the *Catchment and Land Protection Act 1994* – the legislation that promotes and enables integrated catchment management across Victoria and requires Regional Catchment Strategies to be developed.

This is the fourth edition of the Regional Catchment Strategies since the first ones in 1995. It builds on 25 years of collaborative achievements and lessons learnt. It brings together planning and information on land, water and biodiversity, demonstrating how these can connect across the region.

The RCS is founded on the principle that collaboration by many organisation is vital to achieve environmental improvements in our region. The RCS highlights the important role and plans of Councils, Government agencies and other organisations and shows how each is part of the whole region's conservation enterprise.

The PPWRCS outlines a vision for integrated catchment management and describes the challenges and opportunities in water supply, waterways, wetlands, groundwater, native vegetation, native animals, land use, soil health, agriculture, coasts, marine environments, community volunteerism and climate change. It then identifies informed measurable targets for the future health and resilience of our environment.

It also provides a Prospectus which showcases priority projects that can contribute to achieving the targets identified in the RCS, and which will help investors identify projects they may wish to support.

As part of the finalisation of the RCS, organisations are being invited to be listed as 'partner organisations'. It is hoped that a large and diverse list of partner organisations will demonstrate to the Victorian Government that there is substantial organisational and community support for protecting and improving natural resources of this region, and a widespread willingness to contribute and collaborate.

There is no financial commitment associated with being listed as a partner organisation, rather it is expected that partner organisations agree to provide leadership and support to help achieve optimum results with their available resources, such as:

- Fostering partnerships and sharing knowledge, experiences and information with other organisations and the community
- Seeking and securing resources for the area and undertaking work that will contribute to achieving the visions and targets
- Assisting with monitoring and reporting on the condition of the area

Past RCSs have helped to stimulate and influence funding programs from the Federal and Victorian Governments, but the PPWCMA has been a relatively small organisation compared to the scale of the task in this region.

Which is why the PPWCMA is being integrated into Melbourne Water from 1 January 2022, at which time Melbourne Water will put its considerable capability behind its new role of RCS promoter and coordinator. This is expected to enhance the role and influence of the RCS in future years.

The new RCSs are being produced in line with guidelines development by the Victorian Catchment Management Council. The Guidelines prescribe consistency for many elements of the RCSs to achieve consistent presentation to form a coordinated set of strategies covering the whole state.

In line with the Guidelines and embracing a modern approach to strategic planning, the new RCSs are being produced as website, however a summary document is attached.

The final version is now being prepared and is anticipated to be submitted to the Minister for Water before the end of October 2021 for consideration and approval on behalf of the Victorian Government.

## 3. Discussion

### 3.1 Council Plan Alignment

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

Publicly supporting the PPWRCS would demonstrate Council's willingness to work regionally for the protection and enhancement of the natural resources.

### 3.2 Consultation/Internal Review

Council officers have participated in a number of workshops throughout the development of the RCS.

Over 120 organisations were involved in the development of the RCS including Traditional Owners, Government bodies, Councils, industry organisations, NGOs and community groups. A period of public consultation regarding the draft occurred throughout July.

## 4. Conclusion

Kingston City Council being listed as a partner organisation in the Port Phillip and Westernport Regional Catchment Strategy would demonstrate our commitment to protecting and improving the natural resources of this region.

### 4.1 Environmental Implications

The Port Phillip and Westernport catchment lands and waterways form a network of interconnected and interdependent catchments, rivers, wetlands and estuaries which flow to Port Phillip and Western Port. The health of the region's catchments and waterways face numerous challenges including climate change, increasing urbanisation, population growth and loss of biodiversity.

Kingston City Council being listed as a partner organisation will demonstrate a wiliness to collaborating to protect and improve the extent, quality and diversity of environmental assets. Council will be involved in shared leadership in planning, decision making, action, monitoring and reporting to contribute to the natural ecosystems being healthy and resilient.

### 4.2 Social Implications

The Port Phillip and Western Port region is home to more than five million people (78% of Victoria's population). Having access to a healthy and reselect natural ecosystem is vital to human health as well as that of the fauna which depends on it.

### 4.3 Resource Implications

There is no financial commitment associated with being listed as a partner organisation, however they are expected to provide leadership and support to help achieve optimum results with their available resources, such as:

- Fostering partnerships and sharing knowledge, experiences and information with other organisations and the community
- Seeking and securing resources for the area and undertaking work that will contribute to achieving the visions and targets
- Assisting with monitoring and reporting on the condition of the area

### 4.4 Legal / Risk Implications

There is a risk of reputational damage if Council is not listed as a partner organisation.

## Appendices

Appendix 1 - PPWCMA RCS Summary (Ref 21/201380) 

| | |
|---|---|
| Author/s: | Emily Boucher, Manager Parks & Open Space |
| Reviewed and Approved By: | Samantha Krull, General Manager City Assets and Environment |

# 10.2

# PORT PHILLIP & WESTERN PORT REGIONAL CATCHMENT STRATEGY

**1 PPWCMA RCS Summary ..... 277**

# Summary of the RCS

## The region

The Port Phillip and Western Port region is home to more than five million people (78% of Victoria's population) and includes forested upper catchments, highly productive and diverse farming land, growth centres on the urban fringe, sprawling outer city suburbs, the densely populated urban Melbourne and the two glorious bays.



The region's lands and waterways form a network of interconnected and interdependent catchments, rivers, wetlands and estuaries, which flow to Port Phillip Bay and Western Port.

However, the health of the region's catchments and waterways continually face numerous challenges including climate change, increasing urbanisation, rapid population growth and loss of biodiversity.

## Vision

A healthy and resilient environment in the Port Phillip & Western Port region.

In 2050, people and organisations across the Port Phillip & Western Port region will be collaborating to protect and improve the extent, quality and diversity of its environmental assets. There will be shared leadership in planning, decision making, action, monitoring and reporting that ensures targets for all environmental assets are set and pursued to contribute to the natural ecosystems being healthy and resilient.

## Themes

The RCS includes a focus on the following 15 'Themes' that are building blocks of a healthy and resilient environment for this region:

- Water supply and use, Waterways, Wetlands, Groundwater
- Native vegetation, Native animals
- Land use, Soil health, Sustainable agriculture
- Coasts, Estuaries, Marine environments
- Traditional Owners and Aboriginal Victorians, Communities
- Climate change.

For each theme, there is information on:

- The main policy and planning that is in place for that theme
- The current condition and trends
- Major threats and drivers of change
- The vision and targets for future condition
- Partners and supporters to help achieve the targets
- A list of some projects that can help us move forward.

**Local Areas**

The RCS also has a focus on the following nine 'Local Areas' (groups of Councils with relatively similar landscapes and communities of interest) with explanation of how the themes come together and interact in each place.

- Bass Coast, South Gippsland & islands
- Casey, Cardinia & Baw Baw
- Mornington Peninsula
- Yarra Ranges & Nillumbik
- Urban Melbourne
- Macedon Ranges, Hume, Mitchell & Whittlesea
- Moorabool, Melton, Wyndham & Greater Geelong

The purposes of describing the region in this way are to:

- Recognise the significant differences between different parts of this large region
- Break the RCS down to sub-regional level so it is more meaningful and useful for Councils, communities and local residents
- Consider how the themes of natural resource management interact in each particular area
- Enable the vision, knowledge and priorities of local organisations and communities to be highlighted
- Promote the value of organisations and communities working together at local scale.

The section on each Local Area includes:

- Overview of the community and environmental values of the area
- Current condition of the environment and significant trends
- Major challenges and drivers of change
- Vision and targets for the future
- Organisations that support the directions of this strategy
- Priority projects that can help us move forward.

**Targets**

The draft RCS identified the following long-term targets (at the year 2050 or further) that will contribute to achieving the vision for this region and help ensure this region remains healthy and prosperous for future generations.

The final RCS may have amended and/or additional targets based on the feedback from Government, organisations and the community.

## Water

| | | | | | |
|---|---|---|---|---|---|
| ENVIRONMENTAL WATER | 2068: Increase the environmental water reserve by at least 15-25 GL/yr in the Yarra catchment and 10-20 GL/yr in the Maribyrnong catchment, and achieve an average score of HIGH for both catchments. | VEGETATION EXTENT ALONG WATERWAYS | 2068: Achieve an average score for vegetation extent along waterways of MODERATE for the Dandenong catchment and HIGH for the Westernport, Yarra, Maribyrnong and Werribee catchments. | VEGETATION QUALITY ALONG WATERWAYS | 2068: Achieve an average score for vegetation quality along waterways of MODERATE for the Westernport, Dandenong, Maribyrnong and Werribee catchments and HIGH for the Yarra catchment. |
| FISH IN WATERWAYS | 2068: Achieve an average score for fish in waterways of MODERATE for the Dandenong, Maribyrnong and Werribee catchments and HIGH for the Westernport and Yarra catchments. | WATERWAY AMENITY | 2068: Achieve an average score for waterway amenity of HIGH for the Maribyrnong and Werribee catchments and VERY HIGH for the Westernport, Dandenong and Yarra catchments. | GROUNDWATER SUPPLY AND USE | 2050: Groundwater licences and annual use kept within the Permissible Consumptive Volume (PCV) for each Groundwater Management Unit (GMU) in the region. |
| GROUNDWATER QUALITY | 2050: Groundwater quality in each Groundwater Management Unit (GMU) in the region maintained at sufficient standard to enable ongoing groundwater use. | WETLANDS WATER REGIME | 2068: Achieve an average score for wetlands water regime of LOW for the Maribyrnong and Werribee catchments, MODERATE for the Westernport and Dandenong catchments and HIGH for the Yarra catchment. | WETLANDS VEGETATION | 2068: Achieve an average score for wetlands vegetation condition of MODERATE for the Dandenong, Maribyrnong and Werribee catchments and HIGH for the Westernport and Yarra catchments. |
| WETLANDS WATER QUALITY | 2068: Achieve an average score for wetlands water quality of LOW for the Dandenong, Maribyrnong and Werribee catchments and MODERATE for the Westernport and Yarra catchments. | RAMSAR WETLANDS | 2050: The ecological conditions of the Western Port, Port Phillip Bay (western shoreline) and Edithvale-Seaford Ramsar wetlands are maintained or improved from 2021 to 2050. | | |

## Biodiversity

| | | | | | |
|---|---|---|---|---|---|
| NEW PARKS | 2050: At least 6,500 hectares of new suburban parks, 1,200 hectares of a new Grassy Eucalypt Woodland Protected Area and 15,000 hectares of a new Western Grassland Reserve established in this region. | PERMANENT PROTECTION | 2050: At least 8,250 hectares of new permanently protected areas established on private land in this region between 2017 and 2050. | REVEGETATION | 2050: At least 33,000 hectares of revegetation established in the region between 2017 and 2050 (average of at least 1,000 hectares per year). |
| MAJOR NEW BIOLINKS | 2050: Significant, sustained revegetation programs have been undertaken from 2021 to 2050 and have created numerous major biolinks in priority locations across the region. | PEST AND WEED CONTROL | 2050: At least 151,200 hectares of pest herbivore control and 50,400 hectares of weed control undertaken in priority areas in this region between 2017 and 2050. | THREATENED VEGETATION | 2050: All threatened native vegetation species in the region are retained and are self sustainable, secure, healthy and resilient. |
| DIVERSITY OF NATIVE ANIMALS | 2050: Maintain the diversity of native animal species in the region from 2021 to 2050 and ensure the populations are sustainable, secure, healthy and resilient. | THREATENED ANIMALS | 2050: Wild populations of all threatened native animal species in the region are retained and their populations are self-sustainable, secure, healthy and resilient. | PEST PREDATOR CONTROL | 2050: At least 50,400 hectares of pest predator control undertaken in priority areas in this region between 2017 and 2050. |

## Land

| | | | | | |
|---|---|---|---|---|---|
| LAND USE | 2050: While urban development has expanded in the region, sufficient extent and quality of native vegetation and agriculture is retained, including in the Green Wedges, to support healthy ecosystems and agricultural industries. | EXPOSED SOIL | 2050: The proportion of exposed soil in the region remains in the range 10% to 15%, or less, each year from 2020 to 2050. | AGRICULTURAL PRODUCTION | 2050: The gross value of agricultural production in the region has increased to approximately $7.6 billion (growth of 5.4% per year since 2021 in line with the national target). |
| AGRICULTURAL SUSTAINABILITY | 2050: Green Wedges and high value agricultural land of this region are retained for agricultural use and are supporting diverse and profitable agricultural enterprises. | | | | |

## Coasts and Marine

| | | | | | |
|---|---|---|---|---|---|
| COASTAL VEGETATION | 2050: Native vegetation continues to occupy around 90% of the area of the coastal zones around the region from 2021 to 2050 and supports coastal stability and healthy coastal ecosystems. | ESTUARY VEGETATION | 2068: Achieve an average score for estuarine vegetation of LOW for the Dandenong, Yarra and Maribyrnong catchments, MODERATE for the Werribee catchment and HIGH for the Westernport catchment. | ESTUARINE FLOW REGIME | 2068: Achieve an average score for estuarine flow regime of LOW for the Westernport, Dandenong and Maribyrnong catchments, MODERATE for the Werribee catchment and HIGH for the Yarra catchment. |
| MARINE WATER QUALITY | 2050: Water quality in Port Phillip Bay and Western Port continues to attain the relevant Environmental Reference Standards which sustains healthy ecosystems and supports fishing and enables safe swimming at most times. | MARINE PARKS | 2050: The 4 Marine National Parks and 4 Marine Sanctuaries in Port Phillip Bay and Western Port remain in excellent condition and protected. | MARINE HABITAT | 2050: The extent and health of the various marine habitat types in Port Phillip Bay and Western Port is retained or improved from 2021 to 2050, including mangrove, seagrass, rocky reef and kelp forests. |
| MARINE PESTS | 2050: Existing damaging marine pest infestations in Port Phillip Bay and Western Port (from 2021) are controlled or reduced at 2050, and no significant new marine pests have become established. | FISHERIES | 2050: The diversity of fish species in Port Phillip Bay and Western Port is retained and their populations, including those targeted for recreational and commercial fishing, remain healthy and sustainable. | | |




**Prospectus**

The RCS includes a Prospectus – a list of project proposals considered by organisations and communities of the region to be priorities, and that can individually and collectively contribute to achieving the targets.

The Prospectus will be a directory of perhaps 100-200+ project proposals or concepts. It will make these proposals a visible part of the RCS and will raise awareness of project investment opportunities amongst Government, private sector and philanthropic investors.

**Full version of the RCS**

The full RCS is available to explore at https://portphillipwesternport.rcs.vic.gov.au/

# Council Meeting

**27 September 2021**

**Agenda Item No: 10.3**

# GLYPHOSATE BAN REVIEW

**Contact Officer: Emily Boucher, Manager Parks & Open Space**

## Purpose of Report

This report seeks Council approval to reintroduce the use of Glyphosate for weed control in low-risk locations.

## 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. Endorse the selective use of Glyphosate at low-risk locations;
2. Endorse the continued use of manual weeding and steam weed control in playgrounds, childcare centres, preschools, and maternal child health centres;
3. Note the review of Victorian WorkSafe legislation and feedback from the ASU and Council staff undertaking the activity; and
4. Note the results of the Deakin University and MAV research report.

## 1. Executive Summary

In October 2019, Council resolved to eliminate the use of Glyphosate for the purposes of weed control. Since that time, Council has used a variety of alternatives including steam, Glufosinate (retail name Basta) and manual weeding at significant cost, with limited effect.

Council has been involved in Deakin University and MAV research which has investigated the environmental impacts of chemicals including Glufosinate; Picloram; Imazapyr; Prodiamine; Nonanoic Acid; Acetic Acid; Clove Oil; Sodium Chloride; Glyphosate; and Pine Oil, along with steam. Based on a multifaceted criterion of cost, availability, ease of use, any known off-target toxic effects, and known hazards for use, storage and negative environmental impacts were assessed through the research.

The report concludes ‘based on the results of field trials, and taking into consideration cost, safety information and off-target impacts, glyphosate is considered to be the most effective weed management strategy of the different approaches scrutinised by this study’.

The Municipal Association of Victoria's (MAV) current position on Glyphosate is guided by the Australian Pesticides and Veterinary Medicines Authority (APVMA) and Worksafe state that APVMA approved products containing Glyphosate can continue to be used safely following the directions in the Safety Data Sheet and labels.

According to world health and research institutions, Glyphosate represents no greater risk to applicators or the public than mobile phone use or the consumption of red meat, so long as the product is used in accordance with the directions in the Safety Data Sheet and labels.

Whilst Council and its contractors have been implementing a broad range of integrated weed management practices (at the cost of an additional $1M in 2020), the overall amenity of Council's open spaces has declined, with many community complaints received.

This report seeks Council's endorsement for the selective use of Glyphosate for weed control in low-risk locations and to continue to use hand weeding and steam weed control in playgrounds, childcare centres, preschools and maternal child health centres.

## 2. Background

At its April 2016 Ordinary Council Meeting Council resolved the following:

***12.3 10/2016 - Weed Killer***
*That in light of community concern regarding the use of potentially carcinogenic weed killers that Council officers prepare a report to council to review the use of weed killers, and alternative mechanisms for weed control particularly around lakes, waterways, children's playgrounds and kindergartens. Further, that consideration be given to Bayside Council's December 2015 report.*

In response to that resolution Council resolved in June 2017:

***10.4 Response to 10/2016 - Weed Killer***
*That Council:*
*1. Continue to control weeds in public open space using an Integrated Weed Management approach that includes the use of Glyphosate in accordance with the manufacturer's instructions and in line with industry best practice;*
*2. Trial the use of Local Safe as an alternative to Glyphosate for weed control around Council's 114 playgrounds for the 2017/18 financial year;*
*3. Receive a further report on the outcome of the trial following its conclusion; and*
*4. Continue to review alternative products to Glyphosate as they become available.*

Council commenced a trial of the herbicide 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.

As part of the initial trial, weeds were treated every four to six weeks in line with the existing weed control program. Local Safe was applied in accordance with the label recommendations. With this frequency of application, Local Safe failed to properly control weeds which quickly presented a tripping hazard within the playgrounds as weeds continued to re-shoot and establish.

An annual Independent Playground audit undertaken in May 2018 identified ten playgrounds where weeds were a trip hazard within the soft fall demonstrating a non-compliance with playground standards.

A further report in September 2018 sought direction from Council regarding the continuation of the trial of Local Safe considering the resulting tripping hazards, non-compliance with playground standards and the impact on existing resources.
At the September 2018 Ordinary Meeting, Council resolved the following:

***10.3 Update 10/2016 - Weed Killer***
*That Council:*
*1. Continue to trial the use of Local Safe around Council's 114 playgrounds to 30 June 2019.*
*2. Receive a further report on the use of alternate treatments to Glyphosate in Council's operations for weed management including consideration of heat application or 'weed burning' as proposed in a recent discussion with officers.*

Additional resources were engaged from January to June 2019 at an additional cost of $8,000 per month to undertake fortnightly weed treatment of the playgrounds using Local Safe. This additional and more frequent weed treatment method using Local Safe resulted in a significant decrease in weed cover. A further Independent Playground audit undertaken in May 2019 identified no playgrounds presenting where weeds were a trip hazard within the soft fall surface.

While the use of Local Safe at an increased fortnightly frequency had been effective at controlling weeds in playgrounds, it came at an increased cost and increased safety risk to the operator and the community. The Safety Data Sheet (SDS) for the commercial, undiluted Local Safe product listed it as a schedule six chemical.

As a schedule six poison, Local Safe is classified as a higher risk chemical than Glyphosate and is also registered as a dangerous goods.

In response to this information in October 2019 Council resolved:

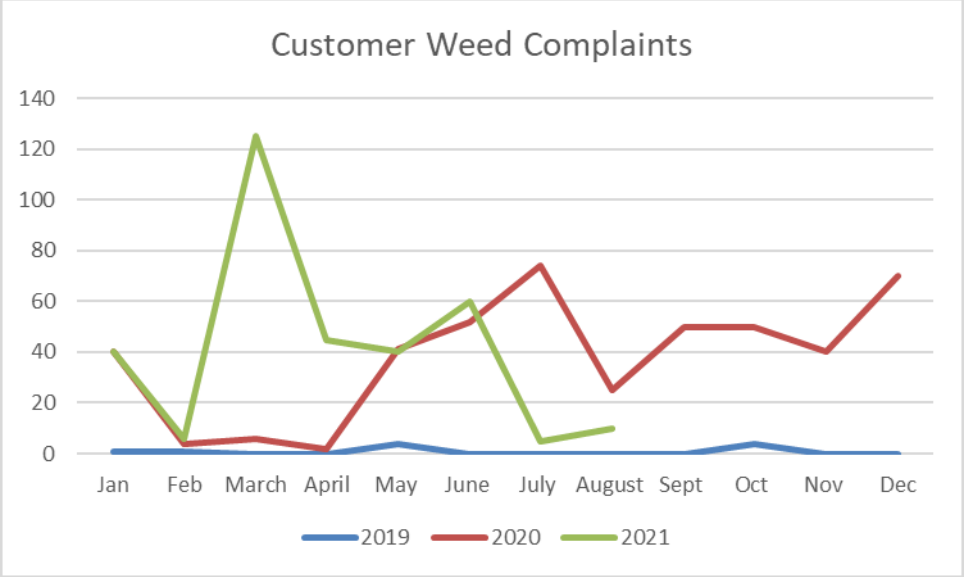
***10.2 Update 10/2016 - Weed Killer***
*That Council:*
*1. Cease the use of Local Safe to control weeds in Council's playgrounds. In areas where Local Safe has been used, Glyphosate will not be used;*
*2. Commence using social enterprise organisations to undertake hand weeding in Council's playgrounds;*
*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.*

Council's Open Space Department and contractors have been implementing a broad range of integrated weed management practices (including increase hand weeding and steam weed control) at a cost of an additional $1M in 2020. However, the overall amenity of Council's open spaces has continued to decline, with many community concerns about weeds being received, particularly on the foreshore and waterways.

These additional costs have been due to the use of re-deployed staff, a separate contract for hand weeding of playgrounds (this task has now been incorporated into the Open Space Mowing Contract), increased steam weeding, and staff and material costs for additional chemical applications as the currently used chemicals are less effective.

The result of ineffective weeding program has been particularly evident in key challenging areas such as along the foreshore and along waterways, such as at Patterson Lakes, resulting in an increase in overall weed coverage, including invasive weeds.

The community's dissatisfaction with weed coverage throughout our open space is evident in the steady increase in customers reporting their dissatisfaction regarding weeds. These reported concerns peaked in March 2021 with 125 reports lodged within the month. Whilst it may not be possible to directly attribute these increases with Council's move away from the use of Glyphosate (other factors such as climatic conditions causing excessive weed growth, an inability to weed during lockdown and an increase in people using Open Space) it nevertheless indicates community dissatisfaction with weed coverage.




Council has investigated a range of low risk weed management alternatives through internal trials and research with Deakin University and MAV.

The Deakin University and MAV research has investigated chemicals including Glufosinate; Picloram; Imazapyr; Prodiamine; Nonanoic Acid; Acetic Acid; Clove Oil; Sodium Chloride; Glyphosate; and Pine Oil, along with steam. The research looked at a multifaceted criterion of cost, availability, ease of use, any known off-target toxic effects and known hazards for use, storage and negative environmental impacts.

The research report is in Attachment 1. Findings indicate Glufosinate is as effective as Glyphosate but is twice the cost; in some climatic conditions Glufosinate requires additional applications; with Glufosinate and Glyphosate have similar impacts on soil profile and microbial populations.

The Municipal Association of Victoria's (MAV) current position on Glyphosate is guided by the Australian Pesticides and Veterinary Medicines Authority (APVMA) and Worksafe stating that APVMA approved products containing Glyphosate can continue to be used safely following the directions in the Safety Data Sheet and labels.

## 3. Discussion

### 3.1 Council Plan Alignment

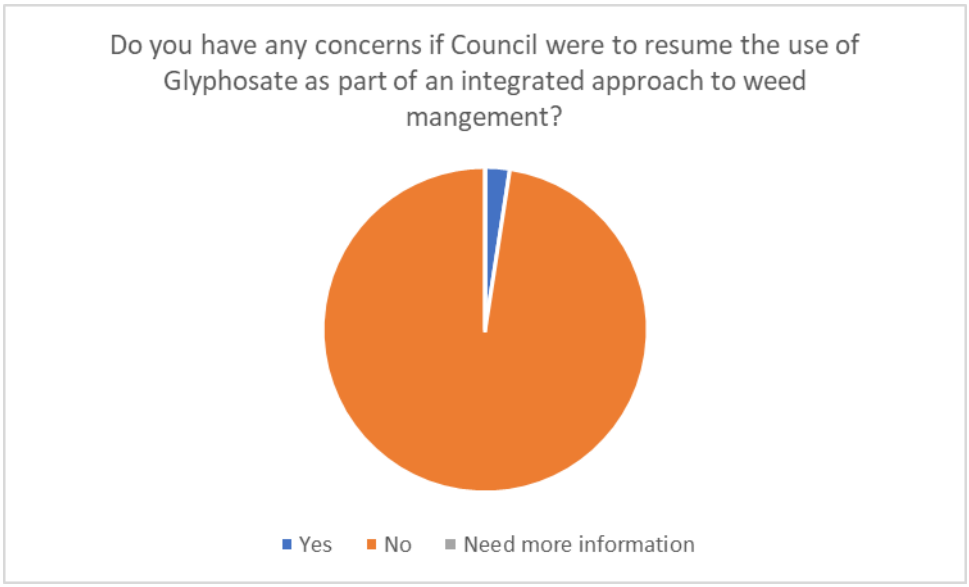
Goal 2 - Our sustainable green environment with accessible open spaces
Direction 2.1 - Environmental resilience and sustainability

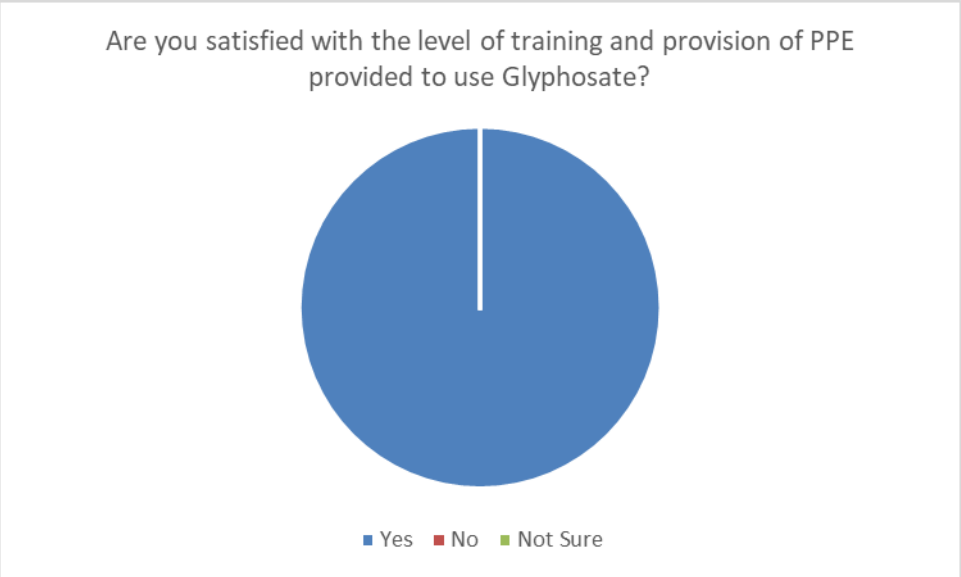
Maintaining weeds in Council's open spaces without the use of Glyphosate has proven challenging with alternative weed control methods less effective and much more expensive. This has resulted in the quality of the open spaces presented to the public failing to meet community expectations and the risk of invasive weeds, causing detrimental impacts on sensitive environmental areas.

### 3.2 Consultation/Internal Review

Kingston has ensured that all Council contractors or contractors operating in the municipality (such as those providing services to DoT or Melbourne Water) have not used Glyphosate for weed control since late 2019. As is evident in the condition of these open spaces, this has resulted in significant weed growth and the poor presentation of open spaces.

A meeting was held between staff and the Australian Services Union (ASU) on Thursday 26 August 2021. During that meeting, after the ASU presentation and discussion, staff were invited to participate in a survey to document their attitudes towards the glyphosate. The survey results are below:






These survey results show that staff are comfortable with the re-introduction of glyphosate and that the training and the PPE provided means that they feel safe and confident in the use of the chemical.

Formal feedback from the Union following that meeting is yet to be received.

If Glyphosate is reintroduced in low-risk areas, a comprehensive community information and communication campaign will be undertaken. This would outline the scientific information presented in this report that Glyphosate represents no greater risk to humans than mobile phone use or the consumption of red meat, that it will be used in low risk to public areas only, all staff and contractors applying the chemical are appropriately trained and have the appropriate PPE, risk assessments will be completed for each application site, signage will be clearly displayed when chemicals are used and dye will continue to be used to ensure the community is aware of chemical applications.

A proposed Communications Plan is included in Appendix 2.

### 3.3 Health Research

Whilst the MAV and Deakin University research focused on the impacts of chemicals on soil biota, arthropods and microbial populations, there is much existing evidence and research on human health.

3.3.1 International Agency for Research on Cancer (IARC)

In 2015 the International Agency for Research on Cancer (IARC), an agency affiliated with the World Health Organisation (WHO), classified Glyphosate as a Group 2A agent 'probably carcinogenic to humans. The IARC assessment looked at the intrinsic toxic potential or 'hazard' of the chemical Glyphosate as a cancer-causing agency only. The IARC assessment does not consider how risk can be mitigated or if risk from likely exposure scenarios is low. Indoor emissions from burning wood and high temperature frying, shift work, mobile phone use, and consumption of red meat are also classified as Group 2A agents 'probably carcinogenic to humans. According to IARC items considered 'carcinogenic to humans' include bacon, red wine, sun exposure and tobacco.

3.3.2 Joint Meeting on Pesticide Residues (JMPR)

The JMPR is a joint expert taskforce comprising scientists from the WHO, national governments and universities. In 2015 the taskforce reviewed the information considered by the IARC and recommended a full risk-based, weight of evidence reevaluation of Glyphosate. The JMPR met in May 2016 in Geneva, Switzerland at WHO headquarters to discuss their assessment. In May 2016 the JMPR published the following findings:

- While there was some evidence for a positive correlation between occupational Glyphosate exposure and non-Hodgkin lymphoma in some studies, the only well-designed large cohort study found no association at any exposure level.
- Overall weight of evidence indicates that Glyphosate and Glyphosate-based formulations are not genotoxic in mammals, even at high oral doses, and is unlikely to be genotoxic to humans at likely levels of dietary exposure.
- Glyphosate is unlikely to pose a carcinogenic risk to humans from exposure through the diet.

3.3.3 Australian Pesticides and Veterinary Authority

The Australian Pesticides and Veterinary Authority (APVMA) is the Australian Government agency responsible for registration of agricultural and veterinary products.

Before a chemical product can be sold or manufactured in Australia it must first go through scientific assessment by the APVMA to check its safety and whether it works as expected and claimed by the manufacturer. These checks are designed to protect the health and safety of people, animals and the environment.

As part of the regulatory process undertaken by the APVMA and pesticide regulators in other countries, a hazard assessment such as that undertaken by the IARC is just one part of the overall risk assessment required to determine the risk of using a registered chemical product. Risk assessments also include estimating the exposure magnitude, frequency and duration as well as population exposed and potential exposure pathways.

The APVMA evaluated the IARC report and other contemporary scientific assessments and concluded that Glyphosate does not pose a carcinogenic risk to humans and there are no grounds to place it under reconsideration. The APVMA's position is aligned with other international regulators and the Joint FAO/WHO Meeting on Pesticide Residues, including recent comprehensive reviews of Glyphosate conducted by the US and Canada.

The APVMA continues to monitor any new scientific information about Glyphosate and remains satisfied products containing Glyphosate can continue to be used safely according to label directions.

3.3.4 Legal Cases

In 2018 a California school grounds keeper won a legal case against Monsanto claiming that Glyphosate caused his cancer and that Monsanto had failed to warn consumers of the risk.

In 2019 two more successful legal cases were tried against Monsanto in the US, awarding multimillion-dollar outcomes to the plaintiffs. Regulatory authorities maintained their position that Glyphosate is safe to use in accordance with the label, however significant media interest at the time led to heightened concern within the community.

In June 2020 a federal judge in California stated, 'that every government regulator of which the court is aware, with the exception of the International Agency for Research into Cancer, has found that there was no or insufficient evidence that Glyphosate causes cancer.'

### 3.4 Safety Concerns

Safe Work Australia (SWA) is an Australian Government statutory body established to develop national policy relating to work health and safety, and workers compensation.

The Commonwealth Work Heath and Safety Act 2011 (WHSA) is not applicable legislation for Victorian Councils as the Safe Work Australia "How to manage work health and safety risks Code of Practice May 2018"; the The Safe Work Australia "Interpretive guideline – Model Work Health and Safety Act the Meaning of "Reasonably Practicable" and the Australian Safe Work Australia Guide "How to determine what is reasonably practicable to meet a health and safety duty" 2013 all refer to the WHSA.

In Victoria, the relevant laws dealing with workplace safety are the OHS Laws and Work Safe Victoria. Much of what is referenced in the SWA documents and the WHSA relating to what is 'reasonable practicable' is similar to what is in the Victorian Guidelines and in the PHS Laws.

According to the documents reviewed by Council's Executive Manager Legal, the use of Glyphosate can continue to be used safely if used in accordance with label directions.

The WorkSafe Fact Sheet "June 2017 Information about Glyphosate herbicides" states that employers are required to ensure that they have up to date SDS for any Glyphosate products.

According to the OHS Regulations (r 143), it is up to a manufacturer or an importing supplier of a substance to determine whether a substance is a hazardous substance before a substance is supplied to a workplace. It is then up to these parties to prepare a SDS on that substance.

The SDS in relation to the product being considered by Council (being Roundup Biactive Herbicide) indicates that it is classified as non-hazardous according to the SWA.

The Fact Sheet also states that employers must control any risks to health associated with the use of Glyphosate in accordance with a hierarchy of control measures and references regulation 163 of the OHS Regs.

Regulation 163 provides that an employer must, so far as is reasonably practicable, eliminate any risk associated with hazardous substances at the employer's workplace and if this is not reasonably practicable, then they must reduce the risk as far as reasonably practicable by substituting the substance; isolating the source of exposure; using engineering controls, or combining these methods. If the employer complies these methods (so far as is reasonably practicable) and a risk remains, the employer must reduce the risk so far as is reasonably practicable using administrative controls and/or providing personal protective equipment.

However, r. 163 seems to only apply to hazardous substances as determined by the manufacturer or importing supplier. If not a hazardous substance, then the regulations do not seem to apply. If Glyphosate was a hazardous substance, then Council would be required to comply with r. 163 using the reasonably practicable test.

Notwithstanding, the overarching obligation of the OHS Act set out in s. 21 of the OHS Act requires an employer to so far as is reasonably practicable, to provide and maintain for employees a working environment that is safe and without risks to health.
Section 20 of the OHS Act provides that in considering this duty a person must:

- eliminate risks associated the employer's workplace so far as is reasonably practicable; and
- if this is not reasonably practicable the employer must reduce the risk so far as is reasonably practicable.

Section 20(2) of the OHS Act sets out what is to be taken into account to determine what is reasonably practicable. The factors are:

- the likelihood of the hazard or risk concerned eventuating;
- the degree of harm that would result if the hazard or risk eventuated;
- what the person concerned knows, or ought reasonably to know, about the hazard or risk and any ways of eliminating or reducing the hazard or risk;
- the availability and suitability of ways to eliminate or reduce the hazard or risk;
- the cost of eliminating or reducing the hazard or risk.

According to the Victorian Guidelines when considering the "cost" element [s. 20(2)(e) OHS Act] in light of what is reasonably practicable, the following is to be considered:

- The greater the likelihood of the hazard or risk concerned eventuating, and/or the greater the degree of harm that would result if the hazard or risk eventuated, the less weight should be given to the cost of eliminating the hazard or risk.
- If the degree of harm is significant, e.g. death or serious injury is highly likely, then it is extremely unlikely that the cost of eliminating or reducing the risk would ever be so disproportionate to the risk to justify a decision not to implement an available and suitable control measure.
- The question of what is reasonably practicable is to be determined objectively, and not by reference to the duty-holder's capacity to pay or other particular circumstances.
- If a particular duty-holder cannot afford to implement a control that is not so disproportionate to the risk as to be clearly unreasonable, the duty-holder should not engage in the activity that gives rise to that hazard or risk.
- If there are options available for eliminating or reducing a risk that achieve the same level of reduction in likelihood or degree of harm, a duty-holder may choose the least costly option. However, choosing a low-cost option that provides less protection simply because it is cheaper is unlikely to be considered a reasonably practicable means of eliminating or reducing risk.

Ultimately the matter comes down to the risk. If the SDS for the products state they are not considered hazardous, that the Fact Sheet and other policies state that Glyphosate is safe to use provided label instructions are followed, and if there are any risks that can be reduced by training and PPE if even required for the product, then the risk to health and safety is likely to be low, in which case the cost of the substance can be considered as against other products that do not provide the same outcome.

### 3.5 Environmental Impacts

Whilst the MAV and Deakin University research focused on the impacts of chemicals on soil biota, arthropods and microbial populations the information contained on the Safety Data Sheet for the *Round-up Biactive* Kingston is proposing to use (subject to ongoing availability) covers some other ecological information.

3.4.1 Ecotoxicity

The Globally Harmonized System of Classification and Labelling of Chemicals (GHS) is a system developed by the United Nations for standardising and harmonising the classification and labelling of chemicals globally. Specifically, it seeks to:

- Define the physical, health and environmental hazards of chemicals and harmonise classification criteria
- Standardise the content and format of the chemical labels and Safety Data Sheets.

Acute aquatic toxicity data and chronic aquatic toxicity data are essential for determining the environmental hazard classification of a chemical substance under the GHS.

Aquatic toxicity is defined as the study of the effects of chemical substances to aquatic species which is usually determined on organisms representing the three trophic levels i.e. vertebrates (fish), invertebrates (crustaceans as Daphnia) and plants (algae).

Below summarises how study results are given.

**Fish**

- **Acute toxicity to fish (96hrs, LC50 in mg/l):** The acute toxicity is expressed as the median lethal concentration (LC 50) that is the concentration in water which kills 50% of a test batch of fish within a continuous period of exposure which is usually 96hrs.
- **Long term toxicity (28days, NOEC in mg/l):** The chronic toxicity is expressed as number of observed effect concentrations (NOEC) that is the concentration in water which below an unacceptable effect is unlikely to be observed.

**Daphnia**

- **Acute toxicity to Daphnia (48hrs, EC50mg/l):** the acute toxicity is expressed as the medium effective concentration (EC 50) for immobilisation. This is the concentration which immobilises 50% of Daphnia in a test batch within a continuous period of exposure which is usually 48hrs.
- **Long term toxicity to Daphnia (21days, NOEC in mg/l)**: this chronic eco-tox study assesses the effect of chemicals on the reproductive output of Daphnia magna. Sometimes, the lowest observed effect concentration (LOEC) is given.

**Algae**

- **Acute toxicity to algae (72-96 hrs, EC50 in mg/l):** EC50 is the concentration of test substance which results in a 50 percent reduction in either growth (EbC50) or growth rate (ErC50) relative to the control within 72 hrs exposure.

The Safety Data Sheet for the product Council is proposing to use has the following Ecotoxicity information:

48hr EC50 (Daphnia magna): 243 mg/L
96hrs LC50 (rainbow trout): >1039 mg/L

Using a concentration of Roundup Bio 360 at 3.6g/L, contamination of waterways would have no known impacts to aquatic organisms if the waterway exceeded 15L capacity for Daphnia magna, or a capacity of 3.5L for Rainbow Trout.

This does not take into account the rate at which glyphosate breaks down, nor the substances into which it breaks down (which are naturally occurring substances that are broken down by microbes). These factors would further reduce the toxicity risk to aquatic organisms.

## 3.6 Benchmarking

The use of glyphosate as a weed control option has been considered by many other local Council across Victoria. Below is a summary of position of Councils:

| Council | Currently banned the use of glyphosate and not looking to change that position | Have reduced the use of glyphosate but not looking to ban altogether | Still using glyphosate but reviewing its future use | Currently banned the use of glyphosate but looking to reintroduce |
|---|---|---|---|---|
| Nilumbik | | √ | √ | |
| Yarra City | | √ | | |
| Whittlesea | | | √ | |
| Casey | | √ | √ | |
| Bayside | | √ | √ | |
| Boroondara | | √ | √ | |
| Macedon Rangers | | √ | | |
| Hobsons Bay | | √ | √ | |
| Monash | | √ | | |
| Maribyrnong | | | | √ |
| Moreland | | √ | √ | |

In addition, further details about the use of glyphosate by other Councils:

**Mornington Peninsula Shire**
Uses glyphosate as a weed control option along with other non-herbicide approached including hand weeding, motorised weed control (particularly along roadsides), gas burner and steam weeding, using herbicides where necessary and under strict controls.

**Frankston City Council**
Frankston rescinded its ban on glyphosate in February 2021, now using it in non-high risk locations very similar to what is proposed in this report.

**City of Greater Dandenong**
Uses glyphosate as part of a comprehensive weed control approach which includes mechanical weeding, hand weeding, weed steaming and other chemical controls.

**City of Casey**
Uses glyphosate in selected locations. They have used the MAV and Deakin University trial results to inform decision making.

**Cardinia Shire Council**
Both Council and its contractors use glyphosate. As a rural Council they also offer weed control grants, and the purchasing of herbicides is eligible for funding.

**Knox City Council**
Uses glyphosate as outlined in their 2017 Environmental Weed Plan.

**Yarra City Council**
In February 2020 the Council announced it would 'phase out' glyphosate use, reducing their glyphosate use by 80-85%. They would continue to use the chemical for the hand spraying of the kerb and channel.

**Monash City Council**
Uses glyphosate and reaffirmed its continued use on 27 July 2021 on the basis of the MAV and Deakin University trials.

## 4. Options

4.1.1 Allow the selective use of Glyphosate in low-risk locations other than playgrounds, childcare centres, preschools and maternal child health centres

In playgrounds, childcare centres, preschools and maternal child health centres, manual and steam weed control will continue to be used.

Council has just commenced a new weed steaming contract which will see 7.4 hectares of garden beds and paths across 12 parks and reserves treated. The contract allows for 10 applications within the twelve-month contract period with additional applications available via a schedule of rates should climatic conditions necessitate additional treatments.

Glyphosate will be used selectively as weed control method in other locations, including the foreshore and lower profile, lower usage horticultural sites. All staff that apply chemicals are suitably trained and qualified.

Most Natural Resource Areas will continue to use a combination of selective herbicides, hand weeding and burning, with very little, if any glyphosate. Kingston has a representative on the Australian Association of Bush Regenerators (AABR) who in July 2019 issued a position on the use of glyphosate:
"Professional practitioners in our industry hold pesticide handling certification – and our approaches involve targeted and judicious use of herbicides, combined with non-herbicide methods where appropriate. These approaches ultimately reduce the need for weed control (and therefore herbicide use) at restoration sites."

A risk assessment/evaluation of each site is undertaken and documented in a weed management plan which is a requirement of staff and contractors utilizing chemical weed control.

Signage is used to notify residents of spraying. Human and animal dermal absorption of Glyphosate is poor, thus exclusion zones, restricting reentry into a sprayed area, are not required.

The Municipal Association of Victoria's (MAV) current position on Glyphosate is it can continue to be used safely following the directions in the Safety Data Sheet and labels. This position is guided by the Australian Pesticides and Veterinary Medicines Authority (APVMA) and Worksafe.

Using Glyphosate will result in approved amenity within open spaces across Kingston and will meet community expectations of clean, safe and appealing parks and reserves.

This option is recommended.

4.1.2 Continue the ban on the use of Glyphosate anywhere within the municipality

Council could choose to continue the wholesale ban on the use of Glyphosate within the municipality and continue to utilise alternative weed treatment options.

An alternative weed chemical which could be used is Glufosinate, which is twice the cost of Glyphosate and a schedule five poison. This will come at a significant cost (estimated to be an additional $1M per annum) and is unlikely to achieve the required weed control levels.

This option is not recommended.

## 5. Conclusion

According to world health and research institutions, Glyphosate represents no greater risk to applicators or the public than mobile phone use or the consumption of red meat, so long as the product is used in accordance with the directions in the Safety Data Sheet and labels. Several other products and approaches to weed control have been trialled with limited success, resulting in the presentation of Kingston's open spaces being severely impacted by weeds.

The recommendation is for Council to reintroduce the selective use of Glyphosate for weed control in low-risk locations and continues to use hand and steam weed control in playgrounds, childcare centres, preschools and maternal child health centres.

### 5.1 Environmental Implications

Introduced invasive plant species (weeds) are controlled to maintain and preserve native flora and fauna in urbanised areas, revegetated habitat zones, prevent damage to infrastructure and to maintain aesthetically pleasing streetscapes, open spaces and parks. Ineffective control of these and noxious weeds would not serve to achieve Council's Climate and Ecological Emergency declaration.

Weed steaming uses a significant volume of potable water in order to generate steam. Because of the nature of the equipment used and the process of heating the water, recycled water or stormwater is not a viable alternative. There are also significant emissions associated with transporting large volumes of water and heavy equipment around.

The Deakin University and MAV research shows that many of the alternative weed control options are detrimental to soil biota; have issues with off-target effects due to ability to readily diffuse through soil; and that some chemicals are inappropriate for use near waterways due to solubility.

Council and contractors would only use *Round-up Biactive* around waterways and the foreshore as it is specifically formulated for use near waterbodies. As per all chemical use, this is applied in appropriate conditions, following the material safety data sheet and label instructions.

Nationally Glyphosate-based herbicides have become the most common choice for weed control based on cost, ease of application, target specificity and high efficacy in killing a broad range of weeds.

### 5.2 Social Implications

The use of Glyphosate became a sensitive topic since a highly media documented lawsuit in America in 2018, where frequent users of the Glyphosate based product "Round up" pursued legal compensation with the company Bayer after they were diagnosed with non-Hodgkin's lymphoma. Studies have suggested that human and animal dermal absorption of Glyphosate is poor. Research has also shown that as Glyphosate is non-volatile, absorption from inhalation does not pose a threat and that Glyphosate is unlikely to pose a carcinogenic risk to humans from exposure through the diet.

Council's existing process is for signage to be displayed at the time of spraying and dye to allow the applicator to ensure full coverage and the community to identify where spraying has occurred. Council officers keep detailed records of locations of chemical applications, dilutions and amount applied.

### 5.3 Resource Implications

Council has spent an additional $1M at least in weed control over the last 12 months, most of this was through additional interim or temporary arrangements as the effectiveness of alternative weed control was unknown. It has become apparent that sustained investment in additional weed control would be required, above what is currently invested ($1M+) to deliver open space of the quality expected by our community.

Additional costs have been confirmed by the Deakin University and MAV research which shows that Glufosinate ($0.21/L) is twice the cost of Glyphosate ($0.10/L). Imazapyr has off-target effects, high mobility in soils and high cost ($2.02/L). Steam is labour intensive (12 min per $m^2$), has a high capital cost for the purchase or use of the equipment, and high operating costs due to the volume of water required. Steam units have limited accessibility due to the size of the steam units (width up to 2.52 m, weight of up to 2.6 tonnes) and steam reduces microbial diversity in soil. The ongoing operational and servicing costs of the steam units is likely to be high given performance issues experienced during the trials, which has been confirmed through Council's use of the service. Making it a potentially unreliable weed control measure.

Council has also faced additional costs through some contracts. An example is our payment to Melbourne Water for the maintenance of the Patterson Lakes Waterways. Prior to the ban, 2018/19 maintenance costs were $91K. In 2020/21 costs were $350K and are likely to be more again in 2021/22 due to further refinement of maintenance approaches, including more manual weeding to achieve the desired service levels.

It is prudent that before such investments continue Council re-evaluate weed control options.

### 5.4 Legal / Risk Implications

The advice of the MAV and APVMA is that all pesticides on the Australian market have been approved for use by the APVMA and considered safe for use if used in accordance with recommended controls.

An initial review of OHS legislation in Victoria and Worksafe legislation has been undertaken by Council's Executive Manager Legal and has been detailed in section 3.4. This concludes that if the SDS for the products state they are not considered hazardous, that the Fact Sheet and other policies state that Glyphosate is safe to use provided label instructions are followed, and if there are any risks that can be reduced by training and PPE, then the risk to health and safety is likely to be low.

Kingston has a strong OH&S compliance record and has processes to ensure high compliance with Safe Work Method Statements (SWMS) for the application of chemicals. Council ensures that relevant staff have an agricultural chemical user permit (ACUP), which means they are permitted to:

- purchase specified 'restricted supply' chemicals in Victoria
- use specified 'restricted use' chemicals in Victoria

Staff must undertake relevant training before they can apply for and hold an ACUP. This is not required for the use of Glyphosate but ensures staff are fully qualified in all chemical use and application.

A rigorous risk assessment is undertaken and documented by staff prior to any chemical application. The risk assessment includes consideration of the following:

- current weather conditions (rainfall, humidity, wind speed and direction)
- forecast weather conditions in the next 48 hours
- Risk of contaminating water bodies, drains etc
- Proximity to high risk assets (playgrounds, schools and other areas deemed not suitable for glyphosate application).

The Australian Services Union has been engaged on the matter and a briefing session with staff was held. Staff feedback following that session demonstrated staff are comfortable with the re-introduction of glyphosate and that the training and the PPE provided means that they feel safe and confident in the use of the chemical.

## Appendices

Appendix 1 - Final Project Report Glyphosate Alternatives Deakin University MAV (Ref 21/137101)

Appendix 2 - Glyphosate Communications Plan (Ref 21/170416)

| | |
|---|---|
| Author/s: | Emily Boucher, Manager Parks & Open Space |
| Reviewed and Approved By: | Samantha Krull, General Manager City Assets and Environment |

# 10.3

# GLYPHOSATE BAN REVIEW


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CERRF
CENTRE FOR REGIONAL AND RURAL FUTURES

**Weed management options for Victorian councils - Alternatives to glyphosate**

Final Report

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| | |
|---|---|
| Research Report Title: | Final Project Report |
| Deakin University Project Team: | Dr Lee Hudek and A/Prof Lambert Bräu |
| Project Investors: | Municipal Association of Victoria on behalf of Victorian Councils |
| Project No. and Title: | RM38031 MAV Bräu L Weed management strategy at Victorian Councils - alternatives to glyphosate |

Deakin University CRICOS Provider Code: 00113B
DEAKIN UNIVERSITY

**Preliminary synopsis**

Application of glyphosate-based herbicides has been a common method for weed control in most settings, including agriculture, parklands, urban environments and at households. Glyphosate has become the subject of much interest due to advances in understanding of its potential off-target toxicity, particularly in humans where it potentially may lead to carcinogenesis. This project sought to identify and assess the efficacy of potential alternative non-glyphosate-based weed management strategies. The dot points below summarise the outcomes from this study:

- Glyphosate was observed to significantly reduce weed coverage for up to 12 weeks with no evidence of negative impacts on soil profile, arthropod or microbial populations.

- Glufosinate significantly reduced weed coverage for up to 12 weeks with no evidence of negative impacts on soil profile, arthropod or microbial populations. The efficacy of glufosinate compared to glyphosate varied, and it was not as effective as glyphosate across all seasons. Compared with glufosinate, the percentage weed coverage was significantly lower for the following glyphosate treatments: 4 weeks post treatment for spring at Vermont South, 12 weeks post treatment for summer at Vermont South, 4 weeks post autumn treatment at Aspendale, and 12 weeks post autumn treatment at both sites. Compared to glyphosate, glufosinate is approx. twice as costly (AU$0.21/L for glufosinate compared to AU$0.10/L for glyphosate) and seasonal application rates may need to be higher and/or more frequent.

- Imazapyr has shown to be an effective broad-spectrum herbicide that kills established weeds and has preemergence effects. Imazapyr significantly reduced weed coverage 12 weeks and beyond from the first application at both sites. There were no notable alterations to the soil microbiome or arthropod communities associated with imazapyr treatment. There are potential issues with off-target effects due to its ability to readily diffuse through soil, residual

activity, and cost (AU$2.02/L). Imazapyr use would require large buffer zones from waterways, plant life that is to be retained and wait times of over 3 months before planting.

- Steam was found to be an effective short term to long term weed reduction strategy based on cumulative effects observed. However, the steam treatment caused alterations in soil microbe populations, reducing overall microbial diversity. Based on this, steam would be recommended as a chemical-free alternative for small-scale targeted applications where the environment is altered in such a way that soil microbial ecosystem services are of minor significance, such as concrete walkways, kerb and channel guttering, asphalt driveways and car parks. Accessibility also needs to be taken into account for steaming due to the size of the steam units (width up to 2.52 m, weight of up to 2.6 tonnes). There are also high capital costs and potentially high on going operational costs associated with the steam units.

- Clove oil, pine oil, nonanoic acid, acetic acid + hydrochloric acid, prodiamine and MCPA + dicamba treatments had varying short term effects on percentage weed coverage and showed no capacity to significantly reduce weed coverage 12 weeks post application or beyond. Based on the results of this study, there were no notable alterations to soil profile, microbial communities or arthropod communities associated with these products.

**1.0 Introduction**

Introduced invasive plant species (weeds) are controlled to maintain and preserve native flora and fauna in urbanised areas and revegetated habitat zones, prevent damage to infrastructure and to maintain aesthetically pleasing streetscapes and parklands. There are many forms of weed control with the current most-used strategy being the application of glyphosate-based herbicides (Global Industry Analysts 2011).

Glyphosate-based herbicides have become the most common choice for weed control based on cost, ease of application, target specificity and high efficacy in killing a broad range of weeds. Glyphosate was originally perceived as having low toxicity towards animals, however, recently it has been suggested that glyphosate may lead to carcinogenesis in humans (Buhl et al 2010). In 2016, the International Agency for Research on Cancer (IARC) published a report that classified glyphosate as a Group 2A agent (probable carcinogens), classifying glyphosate as being probably carcinogenic to humans.

Classification of agents as Group 2A (probable carcinogen) agents is applied when there is limited evidence of carcinogenicity in humans as well as sufficient evidence of carcinogenicity in experimental animals. Agents (substances and exposure circumstances that pose a risk) may also be classified as Group 2A if there is inadequate evidence of carcinogenicity in humans along with sufficient evidence of carcinogenicity in experimental animals and strong evidence that the carcinogenesis is mediated by a mechanism that also operates in humans. Agents may also be classified as Group 2A based solely on limited evidence of carcinogenicity in humans. A complete list of Group 2A (probable carcinogens) is available through the American Cancer Society (https://www.cancer.org/cancer/cancer-causes/general-info/known-and-probable-human-carcinogens.html). The American Cancer Society does not determine if something is carcinogenic or classify agents based on their carcinogenicity. The

American Cancer Society presents the classifications determined by the IARC and the US National Toxicology Program (NTP).

The Australian Pesticides and Veterinary Medicines Authority (APVMA) initially conducted a comprehensive review of a glyphosate in 1997, which set Australia's health-based guidance values at a level that remains protective; with concluding outcomes being "that all registered glyphosate products are safe provided they are used as per the label instructions". In 2016, following the outcomes of the IARC assessment for glyphosate use, the APVMA reviewed the IARC assessment report and other relevant scientific information and concluded that there is currently no scientific reason to reconsider the registration of glyphosate. This means at present the APVMA advises that "Glyphosate is registered for use in Australia, and APVMA approved products containing glyphosate can continue to be used safely according to label directions".

The use of glyphosate has become an increasingly sensitive topic since 2018 when frequent users of the glyphosate based "Round up" in America pursued legal compensation from the company Bayer after they were diagnosed with non-Hodgkin's lymphoma. Increased media focus and subsequent community focus on council use of glyphosate for the management of weeds has prompted the need to engage an independent review of the options available in the market.

**1.1.0 History and background of glyphosate and its common practice use**

Since its release in 1974, glyphosate (N-(phosphonomethyl)glycine) has become the world's most common commercial synthetic phosphonate herbicide (Annamalai, 2020). Glyphosate was initially developed to reduce the reliance on other herbicides that would cause crop damage, had lower efficacy, allowed development of resistance, and posed health risks to humans (Antoniou et al 2016). Glyphosate is the active ingredient in as many as 500 weed killers and herbicide products (Australian Farmers 2018). Glyphosate is highly valued as a herbicide due to its rapid soil binding, biodegradation,

non-volatility, stability in favourable conditions including sunlight, complete solubility in water, easy application on crops, and is less toxic than a range of other broad spectrum herbicides (Borggaard and Gimsing 2008; Valavanidis 2018).

**1.2.0 Glyphosate mode of action and toxicity**

Glyphosate is applied on plant foliage where it is absorbed through cuticles, then taken up through the symplast via phosphate carrier channels (proteins) within the cell membrane (Chalifour et al 2014). Glyphosate moves through phloem, in a pathway similar to other photoassimilates, which are produced in photosynthetically active tissues, and then it migrates towards growth and storage tissues including roots, tubers, rhizomes, young leaves and meristematic zones (Christoffoleti et al 2004). Glyphosate accumulates in plant organs with high rates of metabolism and growth, including root nodules, root tips and shoot apices (Cakmak et al 2009). Glyphosate and aminomethylphosphonic acid (AMPA) are readily taken up from soil by plants through root tissues due to their chemical similarities.

After application to foliage, glyphosate breaks down into by-products including AMPA. Due to the chemical similarity with glyphosate, AMPA is able to compete with glycine for biological sites and pathways. This affects chlorophyll biosynthesis and photosynthetic process resulting in plant death (Chalifour et al 2014).

In humans, previous studies have suggested that dermal absorption of glyphosate is poor, where a maximum of 2.2% to 2.6 $\mu g/cm^2$ of glyphosate is absorbed across the skin, with peak absorption occurring 8 hours after administration (Buhl et al 2010). It has also been shown that glyphosate is non-volatile, with absorption from inhalation exposure deemed as not significant and not posing a threat (Buhl et al 2010). Glyphosate exposure is monitored by measuring the AMPA concentration in urine and faeces (Buhl et al 2010). It is perceived that there is little absorption of glyphosate during digestion (Buhl et al 2010). The impact of glyphosate metabolism on human health was found to be minimal

when high ratios of AMPA were detected in human patients' blood serum 8 h (22.6 µg/mL glyphosate to 0.18 µg/mL AMPA) and 16 h (4.4 µg/mL glyphosate to 0.03 µg/mL AMPA) post ingestion (Buhl et al 2010).

**1.3.0 Effects of glyphosate on the soil microbiome**

The soil microbiome is comprised primarily of bacterial and fungal communities (Reid and Wong 2005). Microorganisms play a vital role maintaining soil health; where they can support plant growth through nutrient cycling and many other processes, including soil structure, pH and water retention (Jansson and Hofmockel 2018). The microbiome of soils is vital as it regulates the molecular form of carbon form that is to be released. For example, carbon can be released as either $CO_2$ or $CH_4$, or, retained in the soil (Jansson and Hofmockel 2018). A study conducted by Fomsgaard et al 2008, demonstrated that agricultural soil amended with phosphorus fertilisers are high in unbound glyphosate. This is due to soil sorption sites being occupied by competing phosphate ions causing glyphosate to remain in the soil solution, leaving it vulnerable to the uptake by plant roots and associated rhizosphere microbial community alike.

A long-term study has identified that prolonged exposure of soil microorganism to glyphosate has led to fungal community dominated by undesirable plant pathogenic *Fusarium* spp. (Krzysko-Lupicka and Sudol 2008). A study conducted by Means (2004) showed a significant increase in the number of *Fusarium* spp. colony numbers within two weeks post glyphosate usage. The recommended rates of glyphosate usages include application once within a 24 h period, when weather is not windy or raining. Once glyphosate is applied to susceptible plants it can result in heavy colonisation of roots by soilborne fungi, mainly the *Fusarium* variety (Johal and Rhane 1984). Infection of plants by these pathogens contributes towards their death and could adversely affect subsequent plantings and the overall soil microbiome.

**1.4.0 Alternative herbicide options for glyphosate**

Organic herbicides have increased in availability and popularity, offering a potentially environmentally friendly and less toxic alternative. However, organic alternatives are not without issues, and like all herbicides precautions and risks need to be assessed prior to use. While there are many variations and alternatives to glyphosate, selecting those that maintain target specificity and reduce health risks to surrounding vegetation and humans needs to be fully considered.

For this study, an extensive list of alternative options to glyphosate was compiled and a shortlist of alternatives to glyphosate were selected for further trialling, which represented chemical, plant oil based organics, organic acid and physical management options. The chemical alternatives selected for testing were imazapyr, glufosinate, MCPA + dicamba and prodiamine. The organic plant oil based alternatives selected for testing were pine oil and clove oil. The organic acid based alternatives selected for testing were nonanoic acid and acetic acid + hydrochloric acid. The clove oil product also contained 40.4 g/L of acetic acid, in addition to the 40.4 g/L of plant-based clove oil. Steaming of weeds was selected as a non-chemical, physical weed eradication strategy for assessment against glyphosate. This is due to steaming increasingly being seen as an attractive option, given it knocks back weeds instantly and with higher success compared to manually hand-picking weeds.

**1.5.0 Aims and objectives**

Based on the drivers, the overall project goal is to:

1. Provide comparable data on the safety aspects (including increased or decreased risk), effectiveness, financial implications and potential long-term soil impacts of a range of methods available to manage weeds against the current product used which contains glyphosate.
2. Assess baseline parameters for referencing of microbial abundance and diversity in soils, establish “normal” physio-chemical conditions, and determine insect species abundance and

diversity and background flora to assess the impact of glyphosate and alternate weed management strategies on these.

**2.0 Methods and Materials**

**2.1.0 Assessment of available weed products**

In order to determine the trial alternatives a comprehensive assessment of currently available weed control products was conducted. A survey was undertaken of all currently used chemical herbicide alternatives to glyphosate looking at mode of action, solubility in water, poison schedule, resistance, effect on metabolism (plant and other organisms if known), flammability, availability for purchasing, contact effect, harmful residue, active constituent, specificity spectrum, residual/non-residual, exposure risk, common form and storage requirements. This working table (Appendix 1) was then used to further produce a shortlist of alternatives to glyphosate. This process was repeated with tables for organic herbicide alternatives separating each of the organic alternatives into categories of organic with chemical component (Appendix 2) and organic alternatives (Appendix 3). The assessment was also applied to manual strategies (Appendix 4) used to extract weeds, such as hand pulling weeds or steaming. From these lists, suitable and compatible herbicide treatment alternatives were chosen for trial against glyphosate.

**2.2.0 Herbicide solution preparations and application strategy**

Concentrated forms of glyphosate, pine oil, glufosinate, MCPA + dicamba, acetic acid + hydrochloric acid, prodiamine and imazapyr were diluted in water to recommended working concentrations (Table 1) as specified by manufacturers. For clove oil and nonanoic acid, preprepared working solutions were purchased (Table 1). For each weed management strategy and the untreated control, five replicate 1 $m^2$ quadrats were measured along separate transect lines and 200 mL of herbicide sprayed evenly across all plants within the quadrats. For steaming of weeds, a commercial weed steamer unit was used as per the manufacturer's directions. The temperature was set to 140 - 180 $^0$C for 10 - 20 s per

0.015 $m^2$, to cover the entire 1 $m^2$ area of each quadrat. The weed management strategies were all applied four times over a 12-month period, with applications performed within the first month of each season (winter, spring, summer and autumn, respectively).

**2.3.0 Treatment sites and design of treatment blocks for testing weed management strategies**

Two sites were chosen to test the effects of the different weed control strategies. Site 1 was at Vermont South, Victoria, Australia (GPS coordinates: -37.860234, 145.198830), which had a heavy clay soil type. Site 2 was at Aspendale, Victoria, Australia (GPS coordinates: -38.012448, 145.090683), which had a sandy soil type. At each site, three blocks of 10 m x 20 m were selected. Within each block 11 transects were measured out and treatments performed within five separate 1 $m^2$ quadrats placed along the transects with 0.6 m spaces between each quadrat, giving five replicates along each transect for each of the three replicate blocks (Fig. 1). For each 1 $m^2$ quadrat, one soil sample (50 mL) was taken immediately before and 4 weeks after treatment with the different weed management strategies. At the time of collection soil samples were chilled on ice. Upon returning to the laboratory 10 mL of soil was taken out for doing counts of bacterial number and colony types and the remaining 40 mL stored frozen at -80 $^0$C for subsequent DNA extractions.

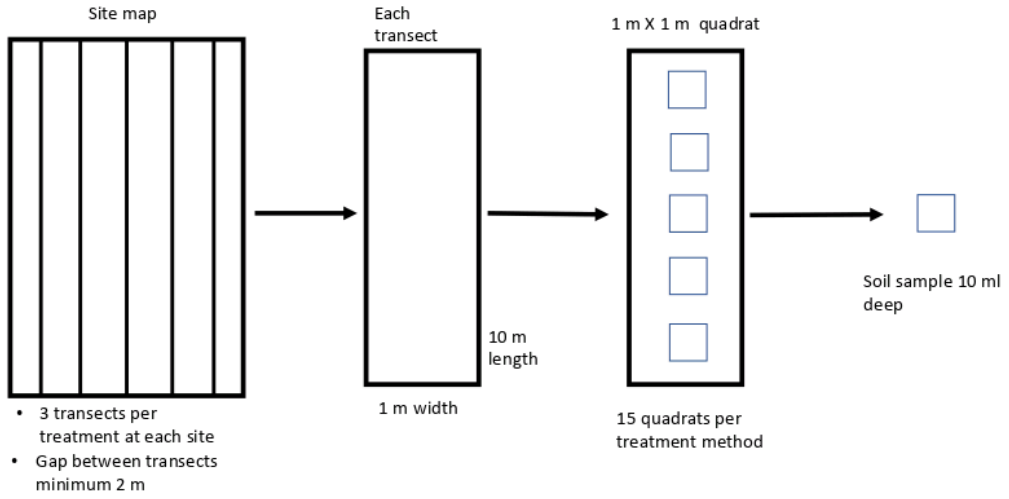



**Figure 1.** Overview of experimental design and trail sites for assessing the effects of the different weed management strategies. For each weed management strategy and the untreated control, five replicate 1 $m^2$ quadrats were measured along separate transect lines (2 trial sites, 3 replicate treatment blocks per site, 11 transects per block, each transect 10 m in length).

**Table 1.** Concentration of active ingredients and dilution factors for making working concentrations in 1 L volumes. For each product, a 1 L working solution was prepared and 200 mL of the working solution applied to each 1 $m^2$ quadrat. Levels of active ingredients specified may vary between products offered by different manufacturers or form of herbicide (granule, pre-diluted solution or concentrate).

| | Glyphosate | Pine oil | Glufosinate | MCPA+ dicamba | Acetic acid + Hydrochloric acid | Prodiamine | Imazapyr | Nonanoic acid | Clove oil |
|---|---|---|---|---|---|---|---|---|---|
| **Stock concentration** | 360 g/L | 680 g/L | 200 g/L | 340 g/L MCPA + 80 g/L dicamba | 900 g/L Acetic acid + 10 g/L hydrochloric acid | 480 g/L | 700 g/kg | 36.8 g/L | 40.4 g/L Clove oil + 40.4 g/L acetic acid |
| **Dilution** | 10 ml/L | 200 ml/L | 5 mL/L | 27 mL/L | 90 mL/ L | 40 mL/L | 13 g/L | N/A | N/A |
| **Final active concentration** | 36 g/L | 136 g/L | 2 g/L | 9.18 g/L MCPA + 2.16 g/L dicamba | 81 g/L Acetic acid + 0.9 g/L hydrochloric acid | 19.2 g/L | 9.1 g/L | 36.8 g/L | 40.4 g/L Clove oil + 40.4 g/L acetic acid |

**2.4.0 Total bacterial colony counts per gram of soil after herbicide treatment**

For assessing colony forming units (CFU) of bacteria and diversity (based on different types of morphology observed), 4 weeks post treatment one gram of soil was weighted out from the 50 mL collected as described above (section 2.3). One gram of soil was weighed out and suspended in 10 mL of 1 x phosphate buffered saline (PBS) solution, in sterile 15 mL plastic tubes. The samples were mixed vigorously by vortexing for 3 min. Using aseptic technique, 100 µL of the soil suspension was transferred to a sterile microcentrifuge tube containing 900 µL of PBS. These samples were serially diluted a further eight times to reach a dilution factor of $10^{-9}$. A volume of 100 µL from each sample of diluted soil was spread across the surface of solidified half-strength nutrient agar (50% NA) medium made up by diluting 37.5 g of nutrient agar medium (Thermo Fisher Scientific, Cat. No. CM0309) plus the addition of 7.5 g of agar into 1 L of water and the medium sterilised at 121 $^0$C for 20 min. Under aseptic conditions, warm liquid medium was poured into 90 cm sterile petri dishes and the medium set and stored at 4 $^0$C. After spread plating the diluted samples, they were set aside to dry at room temperature for 1 h, then incubated for 72 h at 22 $^0$C. After the incubation period the number of colonies and number of different types of colonies (based on physiological and morphological traits) were counted. Samples (100 µL) of the serially diluted preparations were also spread plated on PDA medium, set aside to dry at room temperature for 1 h, then incubated for 72 h at 22 $^0$C and the different types of fungi (based on morphology and physiology) assessed.

**2.5.0 Extraction of total genomic DNA from soil samples and NGS sequencing**

Extraction of total genomic DNA from soil samples for assessing bacterial and fungal diversity by subsequent sequencing was achieved using DNeasy PowerSoil Pro Kits (Qiagen, Cat. No. 47014) and following the kit protocol.

Sequencing of bacterial 16S rRNA and Fungal ITS regions, using next generation sequencing (NGS), was conducted by the Australian Genome Research Facility (AGRF). Results of sequencing data were

prepared by AGRF using the Greengenes database to determine species of bacteria based on 16S rRNA sequences and the UNITE database for species of fungi based on ITS sequences.

**2.6.0 Assessment of invertebrates in quadrats treated with different weed management strategies**

Using the full quadrat method (Cox et al 2017), 1 $m^2$ quadrats were divided into quarters (0.25 × 0.25 m) and all invertebrate species within this area were counted and identified based on morphology. Abundance values were multiplied by four to estimate the total abundance per quadrat. Pitfall traps were also used to capture arthropods. Following methods described by Work et al 2002, 4.5 cm diameter plastic cylinders, 15 cm in length, filled with ethylene glycol ~ 4 cm from the bottom, were placed centrally in three quadrats of each transect for each treatment (n = 15). After 7 days, the traps were collected, and the arthropods counted and classified to taxonomic order level based on morphology. Relative abundance for arthropods was calculated based on the average number observed from the two different assessment strategies and % relative abundance graphed (Zaller et al 2014).

**2.7.0 Soil physical and chemical properties**

Samples used for cumulative effect of weed management strategies were collected as follows: 10 core samples 5 cm in diameter and 10 cm in depth were collected from random quadrats for each of the 3 replicate transects. The 30 core samples for each treatment group were pooled and 300 grams weighed out into a plastic ziplock bag. Analyses of soil physical and chemical properties were performed by SWEP Analytical Laboratories (Keysborough, Australia) using methods devised by Mikhail (1980), Rayment and Lyons (2011), Peech et al (1962), and Ross and Wang (1993).

**2.8.0 Data analysis and statistical methods**

Assessment of percentage weed coverage was based on counting the total number of plants covering the area within each 1 $m^2$ quadrat of each transect and then the average coverage for each quadrat

of each transect calculated to give three independent counts for each trial site. Microsoft excel was used to prepare all data. Formatted data (using Excel) was imported into the statistical program SPSS for all statistical analysis. Probability plots were produced for all data to test for normal distribution. Analysis of variance (ANOVA) tests and Tukey's Post Hoc analyses were used to determine significant difference of means across the controls and multiple treatments for percentage plant coverage and microbial quantification and diversity data sets.

**3.0 Results**

**3.1.0 Identification of non- glyphosate-based weed management alternatives**

Over 50 different alternatives have been identified as possible alternative weed management strategies to glyphosate. From the approximately 50 alternative options, a shortlist of 9 alternatives were identified based on the following: cost, availability, known off-target toxicity, schedule poison classification, storage and handling requirements, flammability, solubility in water, ease of use, application requirements, residual time, specificity, exposure risks and efficacy on weeds typically found in parklands. The alternatives selected for testing against glyphosate were glufosinate, imazapyr, nonanoic acid, acetic acid + hydrochloric acid, clove oil, MPCA + dicamba, pine oil, prodiamine and steam (Appendices 1-3).

**3.2.0 identification of dominant weed species at the two selected trial sites**

Two sites were selected for testing the efficacy of the different weed management strategies. Site 1 was based in Vermont South, which had dense weed coverage and a heavy clay soil profile. The dominant weed plant species at Vermont South included: *Solanum nigrum* (Black Nightshade), *Brassica rapa L.*, *Eleusine indica* (Crowsfoot), *Paspalum dilatatum* (Paspalum), *Cypress rotundus* (Nut Grass), *Digitaria sanguinalis* (Summer Grass), *Poa anua* (Winter Grass), *Romulea rosea* (Guilford Grass), *Trifolium rapens* (White Clover), *Medicago polymorpha* (Burr Medic), *Vicia sativa* (Common Vetch), *Sonchus olerachus* (Milk Thistle), *Gnaphalium sharcium* (Cudweed), *Taraxacum officinale*

(Dandelion), *Conzya spp.* (Fleabane), *Plantago laceolata* (Lambstongue), *Rumex Crispus* (Curled Dock), *Rumex obtusifolius* (Broad-leaf Dock), *Rumex conglomeratus* (Clustered Dock), *Oxalis pes-caprae* (Sour Grass) and *Nothoscordum inodorum* (Onion Weed). Site 2 was based in Aspendale and had a sandy loam soil type with a weed profile that include: *Solanum nigrum* (Black nightshade), *Brassica rapa L.* (Wild Cabbage), *Taraxacum officinale* (Dandelion), *Oxalis strica* (Sour Grass), *Nassella trichotoma* (Serrated Tussock), *Nassella trichomata* (Chilean Needle Grass), *Arctotheca calendular* (Cape Dandelion), *Pennisetum clandestrium* (Kikuyu), *Lycium ferocissimum* (African Boxthorn), *Ulex europaeus L.* (Gorse), *Echium plantagineum* (Paterson's curse) and *Cynodon dactylon* (Bermuda Grass).

**3.3.0 Effect of weed management strategies on weed coverage 4- and 12-weeks post application**

Seasonally, at each trial site (Vermont South and Aspendale), the effect each of the 10 weed management strategies had on total percentage plant (weed) coverage for each quadrat was assessed 4 weeks and 12 weeks post treatment (Fig. 2-5A-D).

**3.3.1 Winter treatments**

For winter treatments at Vermont South, 4 weeks after application of glyphosate, glufosinate and MCPA+ dicamba weed coverage was significantly ($p<0.05$) reduced by ~65% (Fig. 2A). Prodiamine treatment significantly reduced ($p<0.05$) weed coverage by ~30% and steam significantly reduced ($p<0.05$) reduced the coverage by over 95%. All other treatments had no significant effect on reducing weed coverage compared to untreated controls (Fig. 2A).

At Aspendale 4 weeks after application, glyphosate, pine oil, glufosinate and clove oil treatments reduced weed coverage significantly ($p<0.05$) by >90% (Fig. 2C). Treatment with acetic acid + hydrochloric acid reduced coverage significantly ($p<0.05$) by ~70% and steam reduced coverage

significantly ($p<0.05$) by over 90%. All other treatments had no significant effect on reducing weed coverage compared to untreated controls (Fig. 2C).

For winter treatments, after 12 weeks of regeneration (post treatment) at both sites, glyphosate and glufosinate significantly reduced ($p<0.05$) weed coverage by between 40-60% (Fig. 2B and D). At both sites after 12 weeks imazapyr significantly reduced ($p<0.05$) weed coverage by over 70% (Fig. 2B and D). After 12 weeks at both sites pine oil, clove oil, nonanoic acid, acetic acid + hydrochloric acid, prodiamine, MCPA + dicamba and steam treatments did not significantly alter weed coverage compared to untreated controls (Fig. 2B and D).

**3.3.2 Spring treatments**

The percentage weed coverage for quadrats treated with the different weed management strategies was assessed 4- and 12-weeks post application in spring (Fig. 3A – D). At Vermont South four weeks post treatment glyphosate, glufosinate, imazapyr and steam treatments significantly ($p<0.05$) reduced weed coverage per $m^2$ by over 70% compared to the untreated control (Fig. 3A).

At Aspendale four weeks post treatment glyphosate, pine oil, glufosinate, acetic acid + hydrochloric acid, clove oil, imazapyr and steam treatments significantly ($p<0.05$) reduced weed coverage per $m^2$ by over 20% to over 95% compared to the untreated control (Fig. 3C).

Twelve weeks post treatment, for spring treatments at both sites, glyphosate, glufosinate and steam significantly reduced ($p<0.05$) weed coverage by between 20-60% (Fig. 3B and D). At both site 12 weeks post treatment imazapyr significantly reduced ($p<0.05$) weed coverage by over 90% (Fig. 3B and D). Minimal changes in weed coverage per $m^2$ was measured at either site 12 weeks post treatment for pine oil, clove oil, nonanoic acid, acetic acid + hydrochloric acid, prodiamine and MCPA + dicamba steam at both sites (Fig. 3B and D).

### 3.3.3 Summer treatments

The percentage weed coverage for quadrats treated with the different weed management strategies was assessed 4- and 12-weeks post application in summer (Fig. 4A – D). Four weeks post treatment at Vermont South glyphosate, glufosinate, imazapyr and steam treatments significantly ($p<0.05$) reduced weed coverage per $m^2$ by over 80% compared to the untreated control (Fig. 4A).

At Aspendale four weeks post treatment glyphosate, pine oil, glufosinate, nonanoic acid, acetic acid + hydrochloric acid, clove oil, imazapyr and steam treatments significantly ($p<0.05$) reduced weed coverage per $m^2$ by over 20% to over 95% compared to the untreated control (Fig. 4C).

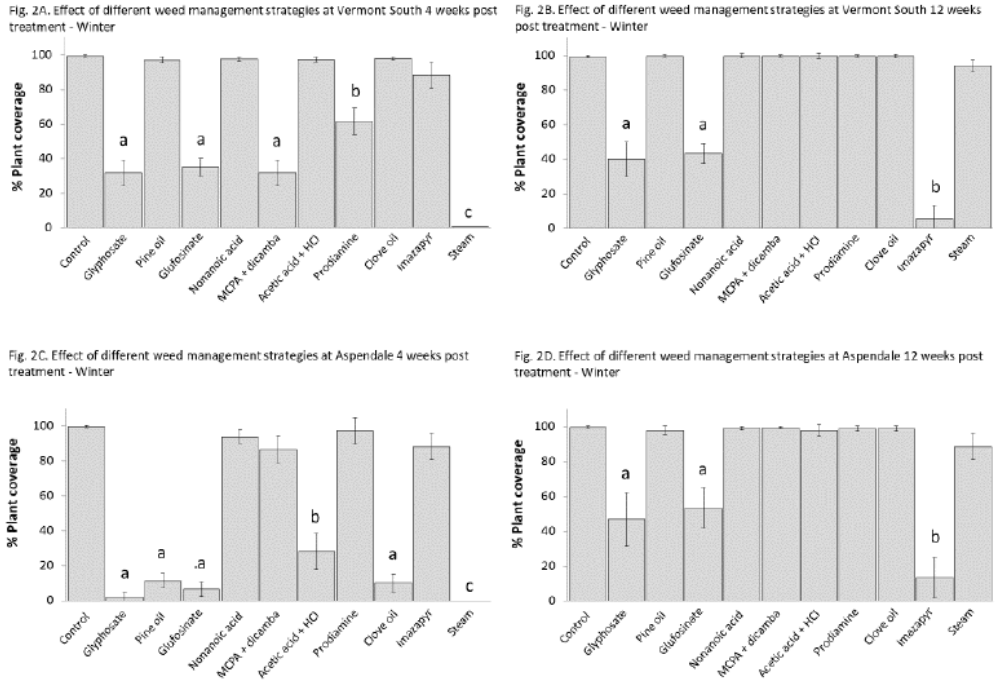
After twelve weeks post summer treatments at both sites, glyphosate, glufosinate and steam significantly reduced ($p<0.05$) weed coverage by between 20-60% (Fig. 4B and D).

### 3.3.4 Autumn treatments

The percentage weed coverage for quadrats treated with the different weed management strategies was assessed 4- and 12-weeks post application in autumn (Fig. 5A – D). At Vermont South four weeks post treatment glyphosate, glufosinate and imazapyr and steam treatments significantly ($p<0.05$) reduced weed coverage per $m^2$ by over 80% compared to the untreated control (Fig. 5A).

Four weeks post treatment at Aspendale glyphosate, pine oil, glufosinate, nonanoic acid, acetic acid + hydrochloric acid, clove oil, imazapyr and steam treatments significantly ($p<0.05$) reduced weed coverage per $m^2$ by over 20% to over 95% compared to the untreated control (Fig. 5C).

After twelve weeks post autumn treatments at both sites, glyphosate, glufosinate and steam significantly reduced ($p<0.05$) weed coverage by between 20-60% (Fig. 5B and D).

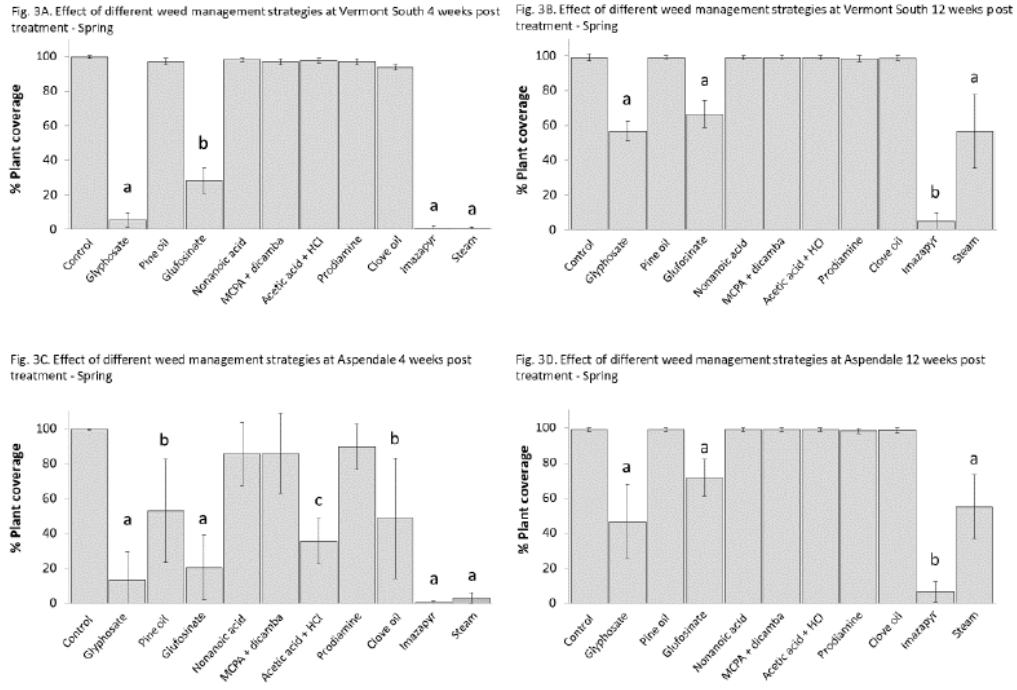



**Figures 2A, 2B, 2C, 2D – Winter treatments - Effect of weed management strategies on average percentage coverage of weeds 4 weeks and 12 weeks post treatment**

For **Fig. 2A**, "a" denotes significant difference ($p<0.05$) between glyphosate, glufosinate and MCPA + dicamba treatments compared to untreated control group at Vermont South. "b" denotes significant difference ($P<0.05$) between prodiamine treatment compared with all other treatment groups including the untreated "control" group at Vermont South. "c" denotes significant difference ($P<0.05$) between steam treatment compared with all other treatment groups including the untreated control group at Vermont South.

For **Fig. 2B** and **3D**, "a" denotes significant difference ($p<0.05$) between glyphosate and glufosinate treatments compared to untreated "control" group at both sites. "b" denotes significant difference ($p<0.05$) between imazapyr treatment compared with all other treatment groups including control group at both sites.

For **Fig. 2C**, "a" denotes significant difference ($P<0.05$) between glyphosate, pine oil, glufosinate and clove oil treatments compared with all other treatment groups including the untreated control group at Aspendale. "b" denotes significant difference ($P<0.05$) between acetic acid + hydrochloric acid treatment compared with all other treatment groups including the untreated control group at Aspendale. "c" denotes significant difference ($P<0.05$) between steam treatment compared with all other treatment groups including the untreated control group at Aspendale.

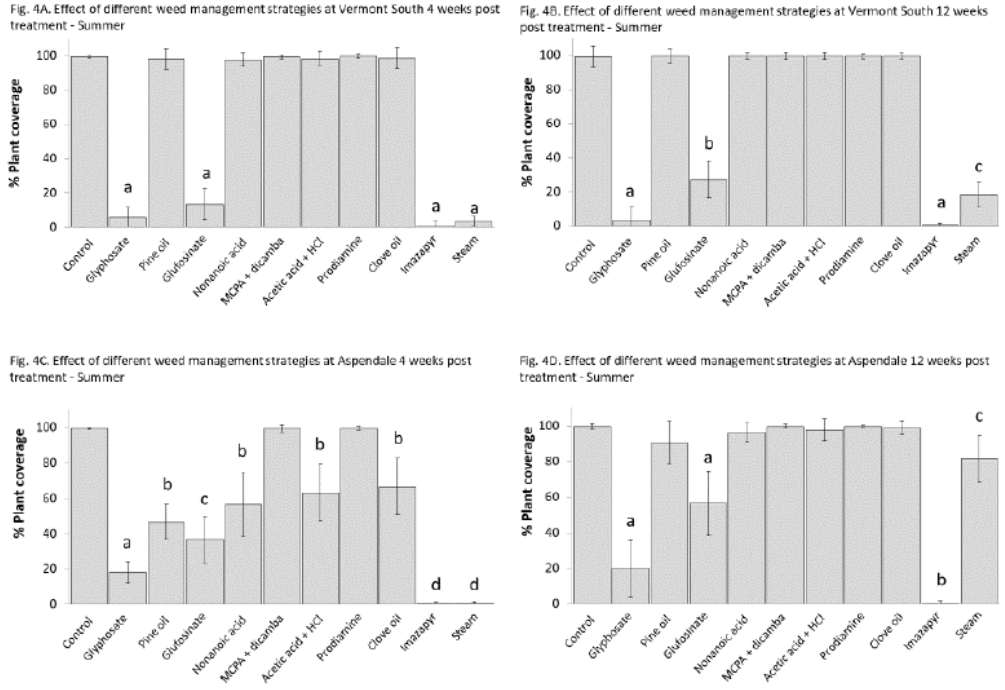



**Figures 3A, 3B, 3C, 3D – Spring treatments - Effect of weed management strategies on average percentage coverage of weeds 4 weeks and 12 weeks post treatment**

In **Fig. 3A,** "a" denotes significant difference ($p<0.05$) between glyphosate, imazapyr and steam treatments compared to untreated control group at Vermont South. "b" denotes significant difference ($P<0.05$) between glufosinate compared with all other treatment groups including the untreated control group at Vermont South.

For **Fig. 3B and D**, "a" denotes significant difference ($p<0.05$) between glyphosate, glufosinate and steam treatments compared to untreated control group at both sites. "b" denotes significant difference ($p<0.05$) between imazapyr treatment compared with all other treatment groups including control group at both sites.

For **Fig. 3C**, "a" denotes significant difference ($p<0.05$) between glyphosate, glufosinate, imazapyr and steam treatments compared with the untreated control group at Aspendale. "b" denotes significant difference ($p<0.05$) between pine oil and clove oil treatments compared to the untreated control group at Aspendale. "c" denotes significant difference ($p<0.05$) between acetic acid + HCl treatment compared to the untreated control and nonanoic acid, MCPA + dicamba, group at Aspendale.



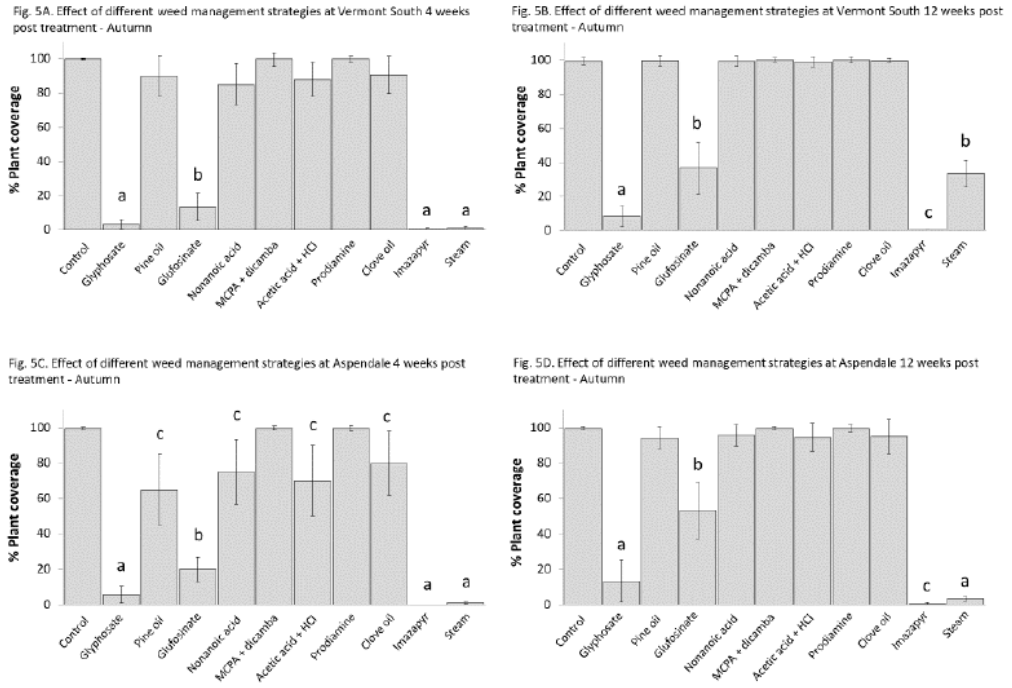

**Figures 4A, 4B, 4C, 4D – Summer treatments - Effect of weed management strategies on average percentage coverage of weeds 4 weeks and 12 weeks post treatment**

For **Fig. 4A**, "a" denotes significant difference ($p<0.05$) between glyphosate, glufosinate, imazapyr and steam treatments compared to the control Vermont South site sites.

For **Fig. 4B**, "a" denotes significant difference ($p<0.05$) between glyphosate and imazapyr treatments compared to the control, pine oil, glufosinate, nonanoic acid, MCPA + dicamba, acetic acid + HCl, prodiamine and clove oil treatments at Vermont South. "b" denotes significant difference ($p<0.05$) between glufosinate and all other treatment groups except for steam. "c" denotes significant difference ($p<0.05$) between steam and all other treatment groups except for glyphosate and glufosinate.

In **Fig. 4C**, "a" denotes significant difference ($p<0.05$) between glyphosate compared to the control and all other treatments except for glufosinate. "b" denotes pine oil, nonanoic acid, acetic acid + HCl and clove oil treatments as being significantly different ($p<0.05$) to the control but not significantly different from each other or glufosinate. "c" denotes significant difference ($p<0.05$) between glufosinate compared to the control MCPA + dicamba, prodiamine, imazapyr and steam treatments. "d" denotes significant difference ($p<0.05$) between imazapyr and steam compared to the untreated control and other treatment groups at Aspendale.

In **Fig. 4D**, "a" denotes significant difference ($p<0.05$) between glyphosate and glufosinate treatments compared to the control. "b" denotes significant difference ($p<0.05$) between imazapyr and all other treatments. "c" denotes steam treatment as being significantly different compared to the untreated control at Aspendale.




**Figures 5A, 5B, 5C, 5D – Autumn treatments - Effect of weed management strategies on average percentage coverage of weeds 4 weeks and 12 weeks post treatment**

In **Fig. 5A**, "a" denotes significant difference ($p<0.05$) between glyphosate, imazapyr and steam treatments compared to untreated control group at both sites. "b" denotes significant difference ($p<0.05$) between glufosinate treatment compared with all other treatment groups except for glyphosate treatment.

For **Fig. 5B**, "a" denotes significant difference ($p<0.05$) between glyphosate and untreated control. "b" denotes significant difference ($p<0.05$) between glufosinate, and steam compared to the control. "c" denotes significant difference ($p<0.05$) between imazapyr and all other treatments.

For **Fig. 5C**, "a" denotes significant difference ($p<0.05$) between glyphosate, imazapyr and steam treatments compared to untreated control group at both sites. "b" denotes significant difference ($p<0.05$) between glufosinate treatment compared with all other treatment groups. "c" denotes significant difference ($p<0.05$) between pine oil, nonanoic acid, acetic acid + HCl and clove oil compared to the control, glyphosate, imazapyr and steam treatment groups at Aspendale.

In **Fig. 5D**, "a" denotes significant difference ($p<0.05$) between glyphosate and steam compared with the untreated control. "b" denotes significant difference ($p<0.05$) between glufosinate compared to the control. "c" denotes significant difference ($p<0.05$) between imazapyr and all other treatments.

**3.4.0 Effect of weed management strategies on bacterial abundance and diversity in soil 4 weeks post treatment**

Four weeks after winter and spring treatments with the different weed management strategies, no significant difference ($p<0.05$) in bacteria per gram of soil was observed between the soil samples from untreated controls and soils treated with different weed management strategies at either Vermont South or Aspendale trial sites (Table 3-10). Generally, the bacteria per gram of soil and diversity was lower in sandy loam samples from Aspendale compared to the CFU per gram of soil in the heavy clay from Vermont South (Table 3-6). No significant changes in CFU were determined between seasonal treatment groups. Colony forming units were approx. 10-fold higher at the Vermont South site for summer and autumn (Table 7 and 9).

**Table 3.** Number of bacterial colony forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in clay soil from the Vermont South trial site treated with different weed management strategies – winter treatment. Samples were collected 4 weeks after treatment with the different strategies.

| Treatment | Bacterial CFU ($10^6$) | Bacteria diversity |
|---|---|---|
| Control | 5.1 ± 2.3 | 11 |
| Glyphosate | 3.1 ± 2.1 | 6 |
| Glufosinate | 3.7 ± 2.3 | 8 |
| Pine Oil | 8.8 ± 2.3 | 12 |
| Clove Oil | 8.3 ± 2.8 | 13 |
| Imazapyr | 3.7 ± 2.1 | 4 |
| Prodiamine | 4.7 ± 2.6 | 5 |
| MCPA + dicamba | 6.3 ±2.8 | 9 |
| Acetic Acid + HCl | 12 ± 5.8 | 18 |
| Steam | 9.6 ± 3.1 | 7 |
| Nonanoic acid | 5.7± 1.2 | 9 |

**Table 4.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in sandy loam soil from the Aspendale trial site treated with different weed management strategies– winter treatment. Samples were collected 4 weeks after treatment with the different strategies.

| Treatment | Bacterial CFU ($10^6$) | Bacteria diversity |
|---|---|---|
| Control | 4.1 ± 1.9 | 7 |
| Glyphosate | 2.1 ±1.6 | 5 |
| Glufosinate | 2.3 ± 0.7 | 5 |
| Pine Oil | 2.1 ±1.3 | 6 |
| Clove Oil | 2.9 ± 1.5 | 5 |
| Imazapyr | 1.7 ± 1.0 | 5 |
| Prodiamine | 3.1 ± 1.8 | 6 |
| MCPA + dicamba | 4.1 ± 1.8 | 7 |
| Acetic acid + hydrochloric acid | 3.6 ± 1.3 | 5 |
| Steam | 5.2 ± 2.1 | 7 |
| Nonanoic acid | 2.7 ± 1.9 | 5 |

**Table 5.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in clay soil from the Vermont South trial site treated with different weed management strategies – spring treatment. Samples were collected 4 weeks after treatment with the different strategies.

| Treatment | Bacterial CFU ($10^6$) | Bacteria diversity |
|---|---|---|
| Control | 8.7 ± 3.7 | 8 |
| Glyphosate | 7.2 ± 2.6 | 6 |
| Glufosinate | 8.4 ± 3.1 | 10 |
| Pine Oil | 7.9 ± 2.7 | 8 |
| Clove Oil | 7.9 ± 2.2 | 11 |
| Imazapyr | 7.6 ± 3.0 | 7 |
| Prodiamine | 8.4 ± 2.5 | 9 |
| MCPA + dicamba | 6.8 ± 2.7 | 12 |
| Acetic Acid + HCl | 7.9 ± 2.9 | 8 |
| Steam | 8.3 ± 2.6 | 8 |
| Nonanoic acid | 7.4 ± 3.1 | 10 |

**Table 6.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in sandy loam soil from the Aspendale trial site treated with different weed management strategies – spring treatment. Samples were collected 4 weeks after treatment with the different strategies.

| Treatment | Bacterial CFU ($10^6$) | Bacteria diversity |
|---|---|---|
| Control | 3.9 ± 2.7 | 6 |
| Glyphosate | 4.1 ± 2.3 | 6 |
| Glufosinate | 3.7 ± 1.4 | 6 |
| Pine Oil | 3.2 ± 1.8 | 7 |
| Clove Oil | 3.3 ± 1.6 | 6 |
| Imazapyr | 3.7 ± 2.1 | 5 |
| Prodiamine | 4.5 ± 2.7 | 6 |
| MCPA + dicamba | 3.9 ± 2.0 | 6 |
| Acetic acid + hydrochloric acid | 4.0 ± 1.5 | 6 |
| Steam | 4.2 ± 2.8 | 6 |
| Nonanoic acid | 3.9 ± 2.6 | 6 |

**Table 7.** Number of bacterial colony forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in clay soil from the Vermont South trial site treated with different weed management strategies – summer treatment. Samples were collected 4 weeks after treatment with the different strategies.

| Treatment | Bacterial CFU ($10^7$) | Bacteria diversity |
|---|---|---|
| Control | 8.2 ± 2.8 | 13 |
| Glyphosate | 8.8 ± 1.9 | 11 |
| Glufosinate | 7.6 ± 2.3 | 13 |
| Pine Oil | 7.2 ± 2.7 | 13 |
| Clove Oil | 6.9 ± 3.1 | 13 |
| Imazapyr | 7.6 ± 2.8 | 12 |
| Prodiamine | 7.0 ± 2.5 | 12 |
| MCPA + dicamba | 7.2 ± 2.9 | 12 |
| Acetic Acid + HCl | 6.8 ± 3.1 | 11 |
| Steam | 7.5 ± 2.8 | 9 |
| Nonanoic acid | 8.3 ± 2.8 | 12 |

**Table 8.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in sandy loam soil from the Aspendale trial site treated with different weed management strategies– summer treatment. Samples were collected 4 weeks after treatment with the different strategies.

| Treatment | Bacterial CFU ($10^6$) | Bacteria diversity |
|---|---|---|
| Control | 5.3 ± 2.0 | 7 |
| Glyphosate | 4.8 ± 1.9 | 8 |
| Glufosinate | 3.8 ± 1.6 | 7 |
| Pine Oil | 4.1 ± 2.9 | 8 |
| Clove Oil | 5.8 ± 3.1 | 8 |
| Imazapyr | 4.2 ± 2.1 | 8 |
| Prodiamine | 6.1 ± 3.0 | 8 |
| MCPA + dicamba | 6.0 ± 2.7 | 7 |
| Acetic acid + hydrochloric acid | 5.7 ± 2.3 | 8 |
| Steam | 5.8 ± 2.6 | 8 |
| Nonanoic acid | 6.2 ± 2.3 | 7 |

**Table 9.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in clay soil from the Vermont South trial site treated with different weed management strategies – autumn treatment. Samples were collected 4 weeks after treatment with the different strategies.

| Treatment | Bacterial CFU ($10^7$) | Bacteria diversity |
|---|---|---|
| Control | 8.3 ± 3.2 | 12 |
| Glyphosate | 8.5 ± 3.0 | 13 |
| Glufosinate | 8.0 ± 2.9 | 11 |
| Pine Oil | 8.3 ± 2.8 | 11 |
| Clove Oil | 9.2 ± 2.8 | 13 |
| Imazapyr | 8.1 ± 3.1 | 13 |
| Prodiamine | 7.9 ± 2.9 | 12 |
| MCPA + dicamba | 8.3 ± 2.6 | 12 |
| Acetic Acid + HCl | 9.0 ± 3.2 | 13 |
| Steam | 8.7 ± 2.9 | 13 |
| Nonanoic acid | 8.7 ± 2.8 | 12 |

**Table 10.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in sandy loam soil from the Aspendale trial site treated with different weed management strategies – autumn treatment. Samples were collected 4 weeks after treatment with the different strategies.

| Treatment | Bacterial CFU ($10^6$) | Bacteria diversity |
|---|---|---|
| Control | 6.3 ± 2.7 | 9 |
| Glyphosate | 5.3 ± 2.3 | 8 |
| Glufosinate | 5.7 ± 2.5 | 9 |
| Pine Oil | 6.0 ± 2.6 | 9 |
| Clove Oil | 5.8 ± 2.7 | 8 |
| Imazapyr | 4.9 ± 2.0 | 8 |
| Prodiamine | 6.3 ± 3.0 | 7 |
| MCPA + dicamba | 5.8 ± 2.8 | 8 |
| Acetic acid + hydrochloric acid | 5.9 ± 2.5 | 9 |
| Steam | 6.2 ± 2.8 | 9 |
| Nonanoic acid | 5.7 ± 2.4 | 9 |

**3.5.0 Effect of weed management strategies on arthropod relative abundance 4 weeks post treatment**

Arthropod relative abundance varied across all treatments with no discernible link between a particular weed management strategy and relative abundance (Fig. 6-7). On average Hymenoptera was the most abundant order at both sites across all seasons. Relative abundance of Hemiptera was higher at Aspendale compared to Vermont South, particularly for “prodiamine”, “clove oil”, “imazapyr” and “steam” treatments.

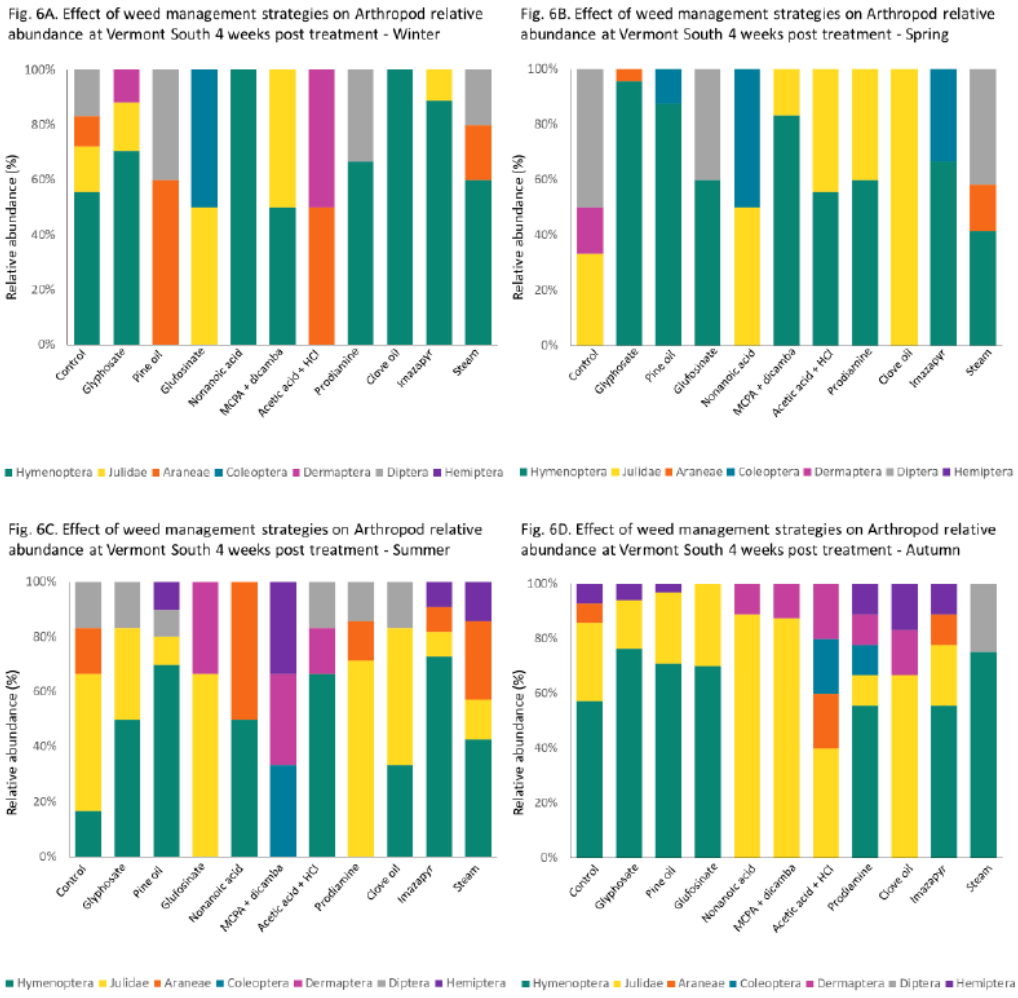



**Figure 6.** Effects of weed management strategies on relative abundance of Arthropod Orders enumerated at Vermont South for (**A**) winter, (**B**) spring, (**C**) summer and (**D**) autumn applications.

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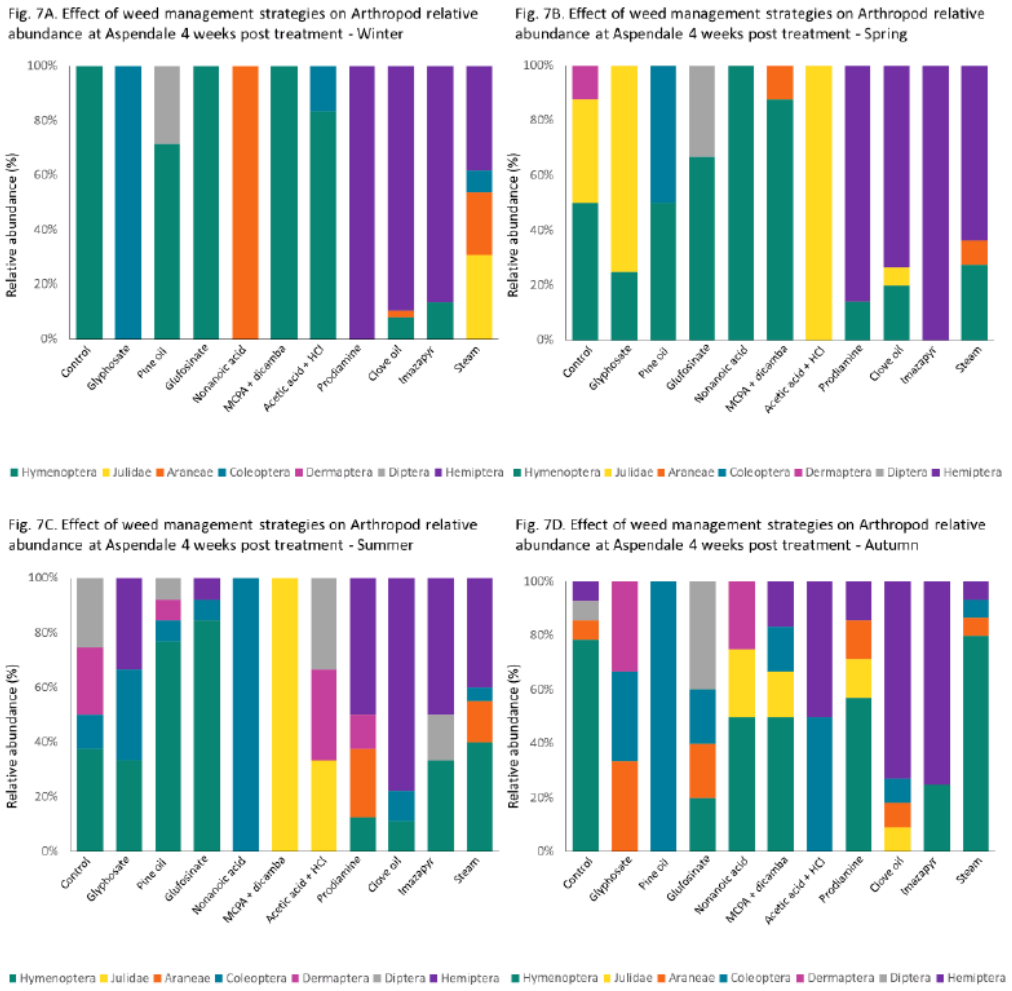



**Figure 7.** Effects of weed management strategies on relative abundance of Arthropod Orders enumerated at Aspendale for (**A**) winter, (**B**) spring, (**C**) summer and (**D**) autumn applications.

**3.6.0 Effect of weed management strategies on bacterial diversity in soil 4 weeks post treatment**

Sequencing of total 16S rRNA in soil samples taken 4 weeks after treatment with the different weed management strategies showed that the relative abundance of bacteria phyla was generally similar for all treatments compared to the control apart from the steam treatment groups at both sites across all seasons (Fig. 8A-D and 9A-D). The relative abundance of phyla did alter seasonally with increased Verrucomicrobia present in winter samples and increased Fibrobacteres present in spring samples (Fig. 8A, B and 9A, B). The spring glyphosate treatment showed to have increased relative abundance of cyanobacteria compared with other treatments (Fig. 8B). For soils from winter steam treatments, Proteobacteria were the most abundant phyla, with a general lower level of diversity (lower number of phyla) (F. 8A and 9A). Firmicute abundance increased in soils treated with steam in spring, whilst Proteobacteria abundance was reduced (Fig. 8B and 9B). Four weeks post summer treatments, a common seasonal trend was observed for microbial communities within the soil at both sites (Fig. 8C and 9C). For the imazapyr treated soil at Vermont South an increase in Gemmatimonadetes was observed in summer (Fig. 8C). Four weeks post summer application of steam, the overall diversity of bacteria phyla was reduced at both sites, with increased relative abundance of Firmicutes at both sites (Fig. 8C and 9C). For the bacterial communities four weeks post autumn treatment, at both sites a seasonal shift in community composition was observed, where the relative abundance of Actinobacteria increased, whereas the Fibrobacteres abundance reduced dramatically for all chemical treatments (Fig. 8D and 9D). Four weeks post autumn treatments the steam treatment at both sites showed to increase Fibrobacteres relative abundance (Fig. 8D and 9D).

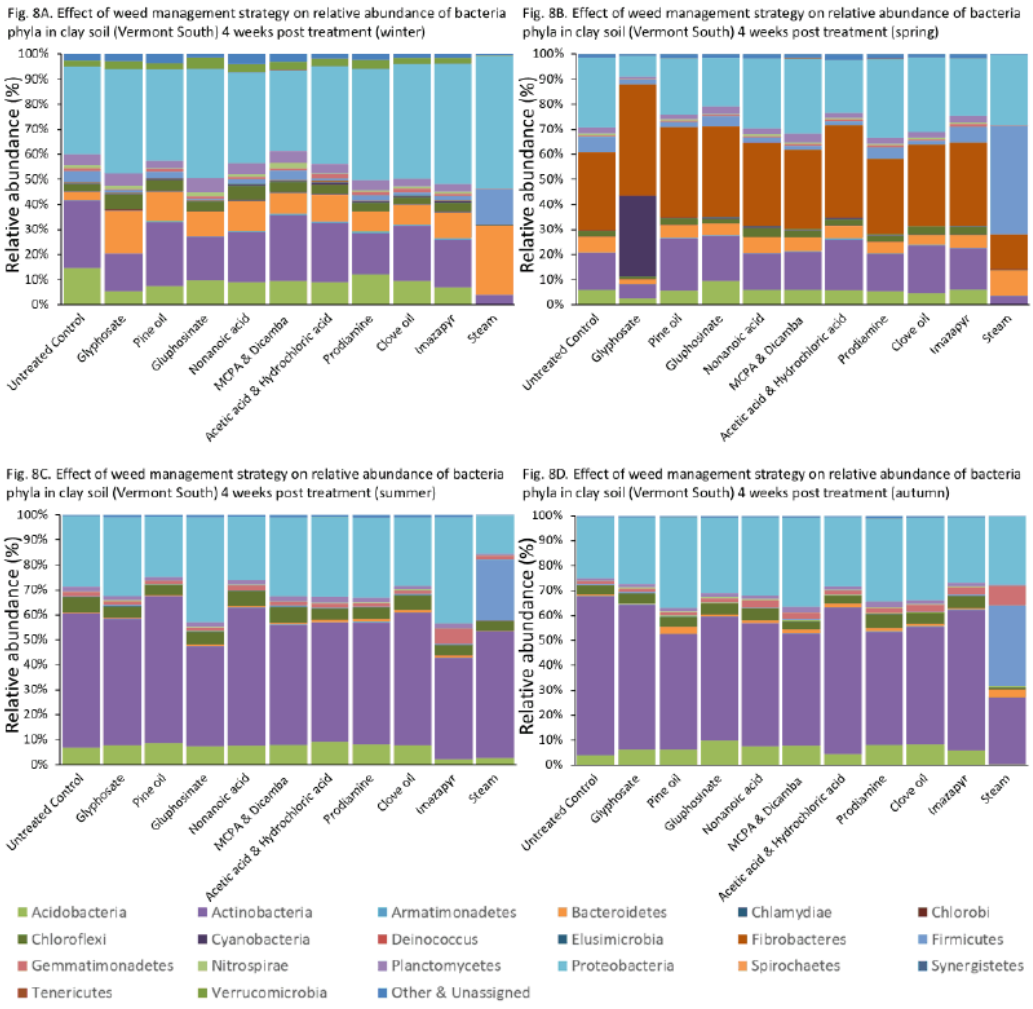



**Figure 8.** Effects of weed management strategies on relative abundance of bacteria phyla 4 weeks post treatment at Vermont South (heavy clay soil profile) for (**A**) winter, (**B**) spring, (**C**) summer and (**D**) autumn applications.

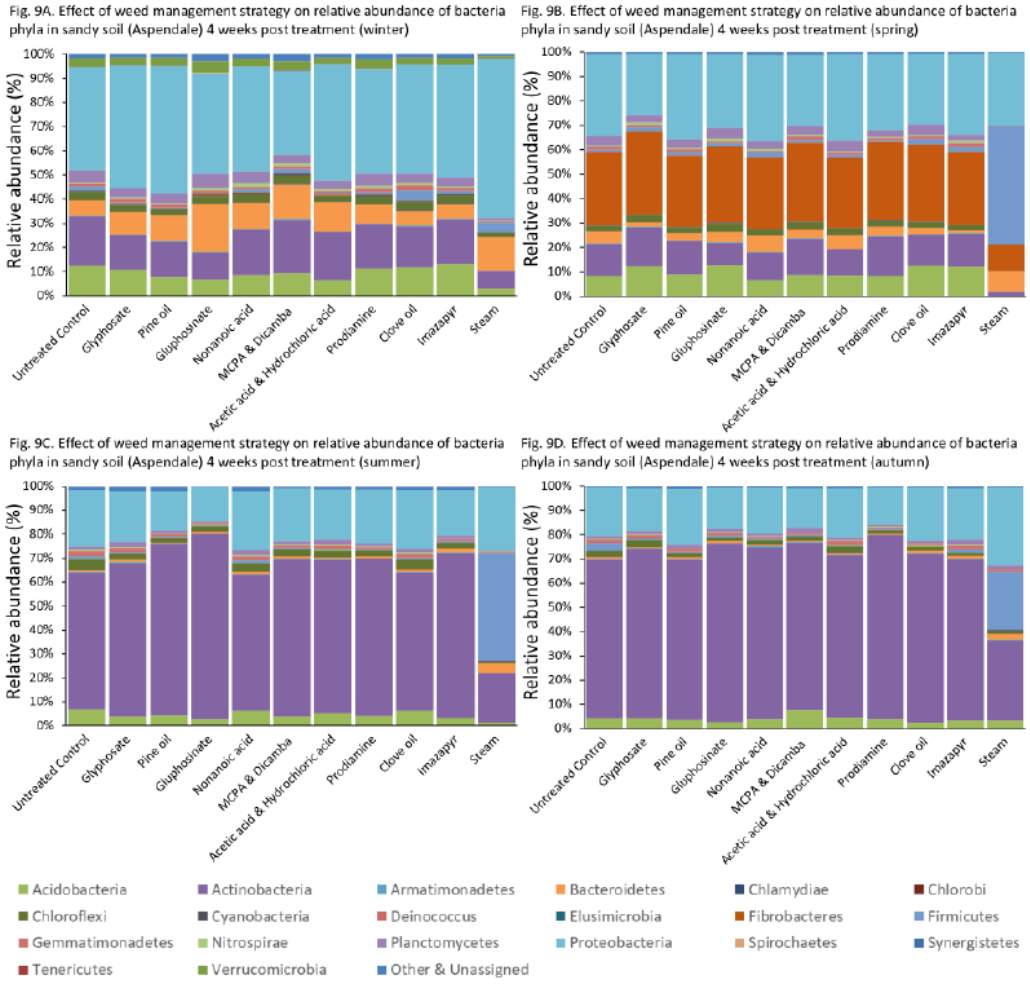



**Figure 9.** Effects of weed management strategies on relative abundance of bacteria phyla 4 weeks post treatment at Aspendale (sandy loam soil profile) for (**A**) winter, (**B**) spring, (**C**) summer and (**D**) autumn applications.

**3.7.0 Effect of weed management strategies on fungal diversity in soil 4 weeks post treatment**

Sequencing of total fungal ITS in soil samples taken 4 weeks after treatment with the different weed management strategies showed that the relative abundance of fungal phyla varied with the highest relative abundance generally being Ascomycota for both season at the two trial sites (Fig. 10A-D and 11A-D). The treatment of acetic acid + hydrochloric acid in winter at Vermont South increased Blastocladiomycota relative abundance, with a reduction in Ascomycota relative abundance also observed (Fig. 10A). Four weeks post winter steam treatment at Vermont South increased showed to increase the relative abundance of Mortierellomycota (Fig. 10A). For the steam treated areas 4 weeks post treatment at Aspendale, Blastocladiomycota relative abundance was seen to increase (Fig. 11A). For spring samples at both sites, the steam treatment reduced the number of different phyla present, particularly in spring samples were >80% of species present belonged to Ascomycota (Fig. 10B and 11B). For the summer round of treatments at both sites, there was an obvious seasonal associated change of the fungal community profiles, where a reduced amount of diversity was observed (Fig. 10C and 11C). For the summer treatment round, an increased relative abundance of Aphelidiomycota was observed at both sites (Fig. 10C and 11C). For the autumn treatment rounds, 4 weeks post treatment the relative abundance of fungi present Vermont South showed to have a higher proportion of Chytridiomycota (Fig. 10D).

**3.8.0 Cumulative effect of weed management strategies on soil properties**

The cumulative effects of the different weed management strategies on soil physical and chemical properties were assessed. Generally, there was no discernible changes in soil physical and chemical properties associated with the different treatments (Table 11 and 12). At Vermont South, higher levels of nitrogen (N) were measured in soils treated with glyphosate and imazapyr (70 ppm and 131 ppm respectively; see table 11). Higher levels of cobalt (Co) were measured in soils treated with steam (3.02 ppm; see table 11). For samples from Aspendale, higher nitrogen (N) levels were measured in soils treated with imazapyr (31 ppm; see table 12).




**Figure 10.** Effects of weed management strategies on relative abundance of fungi phyla 4 weeks post treatment at Vermont South (heavy clay soil profile) for (**A**) winter, (**B**) spring, (**C**) summer and (**D**) autumn treatments.

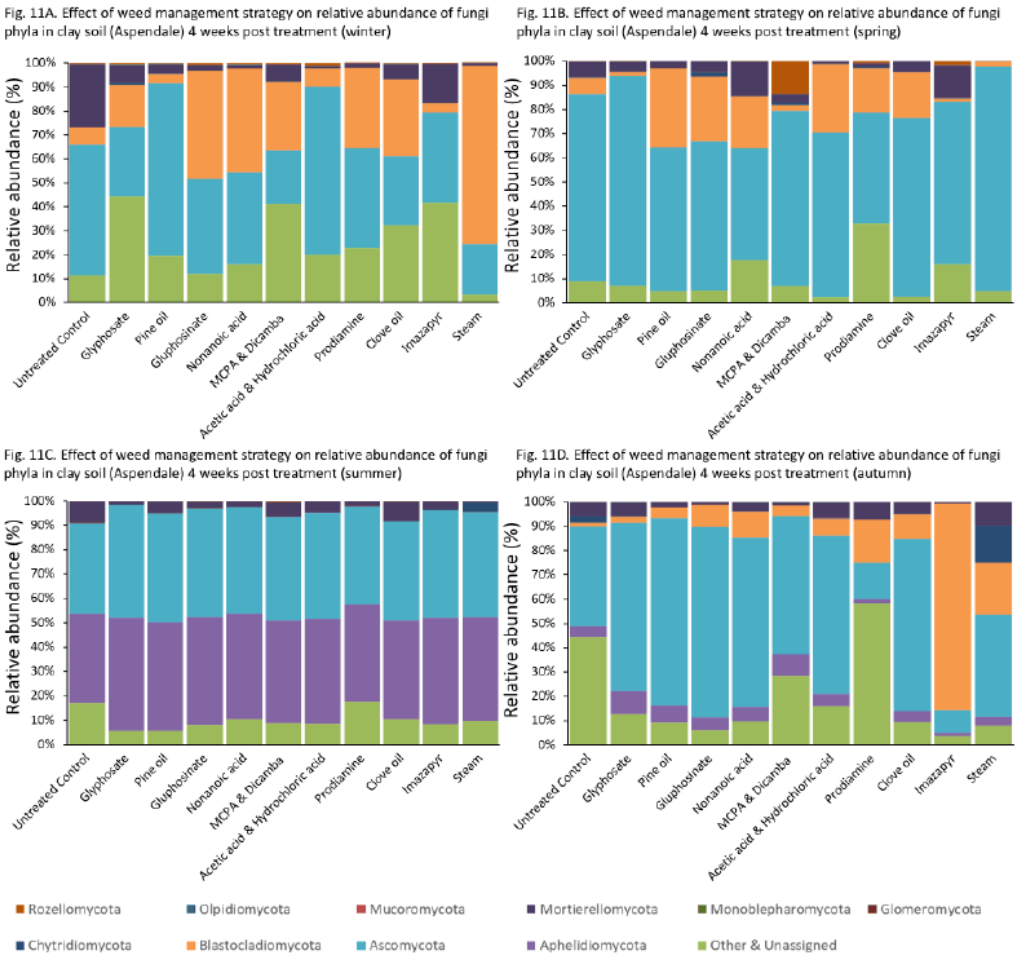



**Figure 11.** Effects of weed management strategies on relative abundance of fungi phyla 4 weeks post treatment at Aspendale (sandy loam soil profile) for (**A**) winter, (**B**) spring, (**C**) summer and (**D**) autumn treatments.

Table 11. Cumulative effects of the different weed management strategies on soil physical and chemical properties at Vermont South

**Table11. Soil profiles for heavy clay soil at Vermont South**

| | Control | Glyphosate | Pine oil | Glufosinate | Nonanoic acid | MCPA + dicamba | Acetic acid + Hydrochloric acid | Prodiamine | Clove oil | Imazapyr | Steam |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **pH (1:5 Water)** | 6.1 | 5.2 | 5.7 | 5.5 | 5.8 | 6 | 6.2 | 6.3 | 6.1 | 5.4 | 6.9 |
| **pH (1:5 0.01M $CaCl_2$)** | 5.56 | 4.56 | 5.14 | 4.86 | 5.23 | 5.37 | 5.72 | 5.7 | 5.48 | 4.79 | 6.35 |
| **Electrical Conductivity (EC)** | 91.4 µS/cm | 183.0 µS/cm | 96.0 µS/cm | 104 µS/cm | 86.8 µS/cm | 46.2 µS/cm | 102 µS/cm | 73.8 µS/cm | 109 µS/cm | 207 µS/cm | 48 µS/cm |
| **Total Soluble Salt (TSS)** | 301.62 ppm | 603.9 ppm | 316.8 ppm | 343.2 ppm | 286.44 ppm | 152.46 ppm | 336.6 ppm | 243.5 ppm | 359.7 ppm | 683.1 ppm | 158.4 ppm |
| **Available Calcium (Ca)** | 2260 ppm | 1560 ppm | 1550 ppm | 1336 ppm | 1472 ppm | 1142 ppm | 1512 ppm | 1452 ppm | 1576 ppm | 1474 ppm | 2320 ppm |
| **Available Magnesium (Mg)** | 525.6 ppm | 460 ppm | 488.4 ppm | 373.2 ppm | 415.2 ppm | 336 ppm | 450 ppm | 457.2 ppm | 452.7 ppm | 404.4 ppm | 424.8 ppm |
| **Available Sodium (Na)** | 25.99 ppm | 16.9 ppm | 22.954 ppm | 10.764 ppm | 16.86 ppm | 12.052 ppm | 17.73 ppm | 18.65 ppm | 18.08 ppm | 15.04 ppm | 31.05 ppm |
| **Available Nitrogen (N)** | 6.77 ppm | 70.7 ppm | 7.92 ppm | 27.7 ppm | 8.59 ppm | 1.7 ppm | 7.58 ppm | 8.3 ppm | 8.81 ppm | 131 ppm | 8.2 ppm |
| **Available Phosphorus (P)** | 17.0 ppm | 42.8 ppm | 24.7 ppm | 35 ppm | 24.3 ppm | 17.6 ppm | 28.4 ppm | 23.6 ppm | 27.6 ppm | 36.5 ppm | 13.5 ppm |
| **Available Potassium (K)** | 530.4 ppm | 499.2 ppm | 522.6 ppm | 464.1 ppm | 600.6 ppm | 365.43 ppm | 577.2 ppm | 534.3 ppm | 585 ppm | 432.9 ppm | 289.38 ppm |
| **Available Sulphur (S)** | 11.8 ppm | 17.6 ppm | 15.0 ppm | 8.86 ppm | 12 ppm | 5.85 ppm | 13.5 ppm | 11.9 ppm | 18 ppm | 20.4 ppm | 4.11 ppm |
| **Available Copper (Cu)** | 8.52 ppm | 7.89 ppm | 30 ppm | 16.6 ppm | 13.5 ppm | 9.1 ppm | 7.33 ppm | 7.73 ppm | 6.21 ppm | 17.4 ppm | 3.99 ppm |
| **Available Zinc (Zn)** | 45.6 ppm | 47.1 ppm | 37.6 ppm | 36.4 ppm | 76.9 ppm | 33.6 ppm | 43.1 ppm | 33.5 ppm | 35.2 ppm | 36.4 ppm | 20.5 ppm |
| **Available Iron (Fe)** | 12 ppm | 56.0 ppm | 81 ppm | 109 ppm | 69 ppm | 58 ppm | 30 ppm | 39 ppm | 26 ppm | 34 ppm | 8 ppm |
| **Available Manganese (Mn)** | 8 ppm | 13 ppm | 9 ppm | 6 ppm | 8 ppm | 4 ppm | 5 ppm | 5 ppm | 6 ppm | 6 ppm | 8 ppm |
| **Available Cobalt (Co)** | 0.73 ppm | 0.69 ppm | 0.62 ppm | 0.44 ppm | 0.52 ppm | 0.42 ppm | 0.51 ppm | 0.39 ppm | 0.51 ppm | 0.46 ppm | 3.02 ppm |
| **Available Molybdenum (Mo)** | 0.20 ppm | 0.26 ppm | 0.36 ppm | 0.45 ppm | 0.28 ppm | 0.29 ppm | 0.26 ppm | 0.28 ppm | 0.29 ppm | 0.29 ppm | 0.17 ppm |
| **Available Boron** | 0.52 ppm | 0.40 ppm | 0.35 ppm | 0.31 ppm | 0.31 ppm | 0.28 ppm | 0.29 ppm | 0.37 ppm | 0.35 ppm | 0.44 ppm | 0.24 ppm |
| **Total Organic Matter (OM)** | 17% | 17% | 13% | 10% | 13% | 8% | 13% | 13% | 13% | 12% | 13% |
| **Total Organic Carbon (OC)** | 8.45% | 8.50% | 6.35% | 5.20% | 6.50% | 3.99% | 6.40% | 6.50% | 6.25% | 6.50% | 6.45% |
| **Exchangeable Calcium (meq/100g of soil)** | 10.9 | 7.18 | 7.39 | 6.31 | 7.05 | 5.54 | 7.14 | 6.97 | 7.45 | 6.59 | 11.3 |
| **Exchangeable Magnesium (meq/100g of soil)** | 4.22 | 3.5 | 3.88 | 2.94 | 3.31 | 2.72 | 3.54 | 3.66 | 3.74 | 3.01 | 3.45 |
| **Exchangeable Sodium (meq/100g of soil)** | 0.109 | 0.0675 | 0.0952 | 0.0442 | 0.0702 | 0.0508 | 0.0729 | 0.0779 | 0.0743 | 0.0585 | 0.132 |
| **Exchangeable Potassium (meq/100g of soil)** | 1.31 | 1.18 | 1.28 | 1.12 | 1.47 | 0.909 | 1.4 | 1.32 | 1.42 | 0.992 | 0.724 |
| **Exchangeable Hydrogen (meq/100g of soil)** | 9.88 | 12.3 | 9.43 | 9.64 | 10.1 | 7.28 | 7.51 | 8 | 8.47 | 9.53 | 5.6 |
| **Cation Exchange Capacity (CEC)** | 26.4 | 24.2 | 22.1 | 20.1 | 22 | 16.5 | 19.7 | 20 | 21.2 | 20.2 | 21.2 |
| **Adjusted CEC** | 18 | 20 | 15.7 | 17.5 | 15.5 | 12.5 | 13.3 | 13.5 | 14.9 | 17.1 | 15.6 |
| **Exchangeable Sodium Percentage (ESP)** | 0.41% | 0.28% | 0.43% | 0.22% | 0.32% | 0.31% | 0.37% | 0.39% | 0.35% | 2.90% | 0.62% |
| **Calcium / Magnesium Ratio (Ca/Mg)** | 2.58 | 2.05 | 1.9 | 2.15 | 2.13 | 2.04 | 2.02 | 1.91 | 1.99 | 2.19 | 3.28 |
| **Base Saturation Percentage (BSP)** | 64% | 51% | 58% | 53% | 55% | 57% | 63% | 61% | 61% | 56% | 74% |

Table 12. Cumulative effects of the different weed management strategies on soil physical and chemical properties at Aspendale

**Table 12. Soil profiles for sandy loam soil at Aspendale**

| | Control | Glyphosate | Pine oil | Glufosinate | Nonanoic acid | MCPA + dicamba | Acetic acid + Hydrochloric acid | Prodiamine | Clove oil | Imazapyr | Steam |
|---|---|---|---|---|---|---|---|---|---|---|---|
| pH (1:5 Water) | 6.9 | 6.8 | 6.7 | 7.1 | 7 | 6.8 | 7 | 6.9 | 6.8 | 6.7 | 6.7 |
| pH (1:5 0.01M $CaCl_2$) | 6.36 | 6.33 | 6.23 | 6.64 | 6.5 | 6.32 | 6.45 | 6.36 | 6.3 | 6.23 | 6.21 |
| Electrical Conductivity (EC) | 43.7 µS/cm | 48.3 µS/cm | 44.9 µS/cm | 49 µS/cm | 51 µS/cm | 40.8 µS/cm | 43 ppm | 38.6 µS/cm | 35.2 µS/cm | 74.7 µS/cm | 51.3 µS/cm |
| Total Soluble Salt (TSS) | 144.21 ppm | 159.39 ppm | 148.17 ppm | 161.7 ppm | 168 ppm | 134.64 ppm | 141.9 µS/cm | 127.38 ppm | 116.16 ppm | 246.51 ppm | 169.29 ppm |
| Available Calcium (Ca) | 1194 ppm | 848 ppm | 970 ppm | 1080 ppm | 816 ppm | 802 ppm | 1144 ppm | 1252 ppm | 850 ppm | 1496 ppm | 1404 ppm |
| Available Magnesium (Mg) | 303.6 ppm | 228 ppm | 246 ppm | 265.2 ppm | 283.2 ppm | 220.8 ppm | 265.2 ppm | 266.4 ppm | 235.2 ppm | 318 ppm | 349.2 ppm |
| Available Sodium (Na) | 61.41 ppm | 53.59 ppm | 58.42 ppm | 51.29 ppm | 62.56 ppm | 38.18 ppm | 40.25 ppm | 39.56 ppm | 56.81 ppm | 46.46 ppm | 48.53 ppm |
| Available Nitrogen (N) | 2.1 ppm | 8.6 ppm | 5.51 ppm | 7.32 ppm | 5.4 ppm | 5.24 ppm | 5.7 ppm | 5.06 ppm | 4 ppm | 31 ppm | 3.76 ppm |
| Available Phosphorus (P) | 5.97 ppm | 5.97 ppm | 3.55 ppm | 3.39 ppm | 2.47 ppm | 5.11 ppm | 5.43 ppm | 4.83 ppm | 4.47 ppm | 10.1 ppm | 8.26 ppm |
| Available Potassium (K) | 85.8 ppm | 62.01 ppm | 60.84 ppm | 56.94 ppm | 75.27 ppm | 48.75 ppm | 53.04 ppm | 51.48 ppm | 70.98 ppm | 93.6 ppm | 104.13 ppm |
| Available Sulphur (S) | 6.66 ppm | 3.94 ppm | 4.92 ppm | 5.56 ppm | 6.1 ppm | 5.11 ppm | 4.9 ppm | 5.29 ppm | 5.15 ppm | 5.71 ppm | 7.68 ppm |
| Available Copper (Cu) | 12 ppm | 11.3 ppm | 20 ppm | 15.5 ppm | 13.2 ppm | 12.5 ppm | 10.1 ppm | 11.2 ppm | 8.27 ppm | 11.1 ppm | 11.9 ppm |
| Available Zinc (Zn) | 39 ppm | 48.6 ppm | 62.1 ppm | 52.4 ppm | 45.2 ppm | 58.7 ppm | 63.2 ppm | 81.8 ppm | 48.3 ppm | 54.7 ppm | 41 ppm |
| Available Iron (Fe) | 12 ppm | 9 ppm | 11 ppm | 7 ppm | 6 ppm | 7 ppm | 14 ppm | 9 ppm | 10 ppm | 10 ppm | 15 ppm |
| Available Manganese (Mn) | 3 ppm | 7 ppm | 6 ppm | 7 ppm | 4 ppm | 5 ppm | 4 ppm | 3 ppm | 3 ppm | 7 ppm | 7 ppm |
| Available Cobalt (Co) | 0.49 ppm | 0.44 ppm | 0.66 ppm | 0.44 ppm | 0.44 ppm | 0.48 ppm | 0.41 ppm | 0.42 ppm | 0.37 ppm | 0.51 ppm | 0.47 ppm |
| Available Molybdenum (Mo) | 0.09 ppm | 0.16 ppm | 0.17 ppm | 0.17 ppm | 0.12 ppm | 0.18 ppm | 0.12 ppm | 0.10 ppm | 0.08 ppm | 0.11 ppm | 0.15 ppm |
| Available Boron | 0.25 ppm | 0.29 ppm | 0.27 ppm | 0.26 ppm | 0.28 ppm | 0.23 ppm | 0.29 ppm | 0.24 ppm | 0.23 ppm | 0.34 ppm | 0.43 ppm |
| Total Organic Matter (OM) | 6% | 5% | 5% | 4% | 5% | 4% | 4% | 6% | 4% | 5% | 4% |
| Total Organic Carbon (OC) | 2.77% | 2.26% | 2.43% | 2.18% | 2.25% | 1.95% | 2.25% | 2.87% | 2.13% | 2.49% | 2.23% |
| Exchangeable Calcium (meq/100g of soil) | 5.73 | 3.97 | 4.6 | 5.09 | 3.82 | 3.78 | 5.45 | 6.02 | 4.06 | 6.99 | 6.71 |
| Exchangeable Magnesium (meq/100g of soil) | 2.43 | 1.78 | 1.94 | 2.08 | 2.21 | 1.74 | 2.1 | 2.14 | 1.87 | 2.48 | 2.78 |
| Exchangeable Sodium (meq/100g of soil) | 0.256 | 0.218 | 0.241 | 0.21 | 0.254 | 0.157 | 0.167 | 0.165 | 0.236 | 0.189 | 0.202 |
| Exchangeable Potassium (meq/100g of soil) | 0.211 | 0.149 | 0.148 | 0.138 | 0.181 | 0.118 | 0.13 | 0.127 | 0.174 | 0.224 | 0.255 |
| Exchangeable Hydrogen (meq/100g of soil) | 2.76 | 1.85 | 2.11 | 1.49 | 1.8 | 1.82 | 1.7 | 2.33 | 1.88 | 2.08 | 2.29 |
| Cation Exchange Capacity (CEC) | 11.4 | 7.97 | 9.04 | 9.01 | 8.26 | 7.62 | 9.55 | 10.8 | 8.22 | 12 | 12.2 |
| Adjusted CEC | 8.63 | 6.12 | 6.93 | 7.52 | 6.46 | 5.8 | 7.85 | 8.45 | 6.34 | 9.88 | 10 |
| Exchangeable Sodium Percentage (ESP) | 2.25% | 2.74% | 2.67% | 2.33% | 3.07% | 2.06% | 1.75% | 1.53% | 2.87% | 1.58% | 1.65% |
| Calcium / Magnesium Ratio (Ca/Mg) | 2.36 | 2.23 | 2.37 | 2.44 | 1.73 | 2.18 | 2.59 | 2.82 | 2.17 | 2.82 | 2.41 |
| Base Saturation Percentage (BSP) | 77% | 78% | 78% | 84% | 79% | 77% | 83% | 79% | 78% | 84% | 82% |

## 4.0 Discussion

### 4.1.0 Chemical alternatives

A desktop study was completed to assess a number of feasible alternative options to glyphosate for controlling weeds. This enabled identification of suitable substitute or replacements herbicide strategies that could be used in place of glyphosate (Appendix 1). From over 50 weed management strategies, a shortlist of 9 alternatives were selected for further study based on key drivers. These drivers included cost, hazard (perceived, exposure, storage and handling), target specificity (residual, non-residual, non-specific to plants and grasses or specific to types of plants and grasses) and environmental impact (known toxicity to humans, flora, fauna, aquatic life, bacteria and/or fungi). From the list of the chemical alternatives, those selected by the project steering committee for further trialling were: glufosinate, pine oil, glyphosate, nonanoic acid, MCPA + dicamba, acetic acid + hydrochloric acid, prodiamine, clove oil, imazapyr and steam. Each of these trial options were chosen based on meeting the drivers; cost efficiency, reduced environmental impact, and minimal known risks towards humans.

### 4.2.0 Effect of the weed management strategies on weed species

The effects of the weed management strategies on knock-back of weeds (based on ability to reduce % plant coverage) was assessed at the two trial sites (Vermont South and Aspendale) over four seasons; winter, spring, summer and autumn. Across the two sites, there was a difference in both density and diversity of weed species. This translated to an obvious difference in the efficacy of contact-based weed management strategies (nonanoic acid, pine oil, clove oil and acetic acid+ hydrochloric acid); where generally a greater effect on weed reduction was observed at the Aspendale site. This was largely attributed to the lower weed density, meaning the contact acting herbicides were more easily applied to cover the majority of the plant material, resulting in effective destruction of the leaves, shoots and stems. Despite initial reductions to weed coverage, after 12 weeks post application these contact-based products had not had a significant effect on reducing or suppressing

weeds at either site. Due to the thick dense weed coverage at the Vermont South site, no obvious reduction in weed coverage was observed at 4 weeks or 12 weeks post application of the organic weed management strategies. The efficacy of the contact-based herbicides may also have been reduced due to the higher than average rainfall that occurred during the testing period increasing plant germination and growth rates. The average annual rainfall for Melbourne is approx. 650 mm. However, the annual rainfall in 2020 was 1074.1 mm and for 2021 to date the rainfall has been ~233.4 mm.

Both trial sites were observed as having a strong seed bank. This may also have reduced the impact of the contact-based herbicides pine oil, nonanoic acid, acetic acid + hydrochloric acid and pine oil (Fig. 2-5A, C), as well as the selective herbicides MCPA + dicamba and prodiamine (Fig. 2A). These products may have reduced weed coverage 4 weeks post first round of applications (Fig. 2A, C), however, long term (12 weeks and beyond) the seed bank would regenerate, and weed coverage recover to control levels. In the case of the selective herbicides MCPA + dicamba and prodiamine, the reductions to overall weed coverage was negligible with no observed impact on weed coverage beyond the one-off significant knockback observed at Vermont South for the first round of treatment (Fig. 2A). It was also observed that the selective herbicides did not reduce emergence of seasonal broadleaf weeds (marshmallow, dandelion, cat's ear, lamb's tongue and dock) beyond 4 weeks post treatment. The combined MCPA + dicamba treatment has a systemic mode of action via foliar application (Herbiguide, 2020). It is absorbed by plant roots, stems and leaves and translocated through the plant, systemically killing it off (Herbiguide, 2020). For prodiamine, the main mode of action once it has been absorbed through the roots, is disruption to cell division by inhibiting tubulin formation, an essential component for successful cell division (Herbiguide, 2020). Previous studies have shown that prodiamine is persistent but immobile in the soil. With the application rates used on the weeds at the two trial sites, no off-target impacts were observed (Herbiguide, 2020).

It was apparent after 4- and 12-weeks post application, both glyphosate and glufosinate effectively reduced weed coverage at both sites. Glufosinate was sprayed directly onto the leaves and stems. Glufosinate targets post emergence weeds and it is the most potent inhibitor of the glutamine synthetase (Krieger, 2010). This is critical to the assimilation of nitrogen by plants and by consequence photosynthesis (Krieger, 2010). Whilst glufosinate significantly reduced weed coverage for the autumn treatment, it did not reduce weed coverage as effectively as glyphosate (Fig. 5B-D). This may have been due to insufficient coverage of the herbicide on plants, as it has previously been reported that glufosinate efficacy can be limited if coverage is not sufficient (Krieger, 2010).

Interestingly, imazapyr did not have any obvious impact on weed coverage 4 weeks post first application. This was attributed to the time for imazapyr to be metabolised and having more of a longer-term effect on weed coverage due to its pre-emergent effects. After 12 weeks imazapyr showed to significantly reduce weed coverage compared to all other treatments including glyphosate and glufosinate at both sites. There were obvious signs of movement of imazapyr through the soil profile, particularly at the Aspendale site, where it could easily diffuse through the highly permeable sandy loam soil. Imazapyr is typically readily absorbed in soils with high organic and/or clay contents, with a half-life of 14-28 days in soils. After the four seasonal treatments of imazapyr at both sites, the off target die back was approx. 0.5 m beyond the 1 $m^2$ quadrat boundaries. The minimal regeneration observed was attributed to aerial seeds establishing. Imazapyr was observed to be very motile, expanding beyond the 1 $m^2$ border and into the buffer zone. The motility of imazapyr could have dire negative off target effects on sensitive native vegetation. Careful consideration of the potential off target affects should be taken into account before use.

Treatment of weeds with steam achieved instant death of weeds, with obvious significant knock back of weed coverage after 4 weeks post treatment. After 12 weeks for the first treatment round in winter the effect of steam was negligible compared to the untreated control, indicating it may have required more frequent application to treat weeds long term (Fig. 2B, D). However, for subsequent treatments steam showed to significantly reduce weed coverage at 12 weeks post treatment, indicating increased efficacy with repetition. This could be due to the steam treatment gradually reducing the seed bank. The coverage observed at 12 weeks was largely from weed runners moving in from the periphery covering the cleared area and aerial seeds establishing.

**4.3.0 Impact of weed management strategies on soil properties**

The cumulative impact of the different weed treatment on soil chemical and physical properties was assessed. After the four seasonally administered treatments, the only obvious alterations to soil nutrient profiles was the nitrogen (N) content in imazapyr treated soils at both sites (Table 11 and 12). This increased level of N could be due to the prolonged reduced plant coverage; where no plants are growing and actively taking mineralised N out of the soil and the decaying plant biomass and soil microorganisms are still generating N (Sarathchandra and Upsdell 1981, Korolkova et al 2013). The accumulation of N at the levels measured would probably be of benefit to areas where weeds are being cleared for revegetation. The initial boosted level of available N could help enhance plant growth. At Vermont South, higher levels of cobalt (Co) were measured in soils treated with steam (3.02 ppm) (Table 11). This is most likely an anomaly in the background Co level occurring in the soil at the steam treatment site.

**4.4.0 Impact of weed management strategies on soil bacterial, fungal and arthropod communities**

Soil conditions directly impact microbial populations, where dry conditions, acidity, salinity, soil compaction and lack of organic matter cause fluctuations in diversity and abundance (Reid, and Wong,2005). Based on colony count data, results showed that none of the various management

strategies significantly altered the abundance (CFU) of bacteria in soil. A seasonal increase was observed for summer and autumn where CFU per gram of soil increased by 10-fold at both sites.

The sequencing of total bacterial 16S rRNA and fungal ITS revealed that the steam treatment generally reduced the relative abundance of bacteria and fungi alike. Glyphosate, glufosinate and imazapyr were observed to significantly reduce weed coverage, without any obvious effect of bacterial or fungal diversity, apart from the spring glyphosate treatment that showed to have increased relative abundance of cyanobacteria. For steam-treated soils, reduced diversity of bacterial and fungal phyla was observed. Generally, seasonal variation impacted the bacterial and fungal community composition more than any treatment; where summer relative abundance was typically lower.

Assessment of arthropod diversity showed no discernible link between a particular weed management strategy and relative abundance (Fig. 6-7). On average Hymenoptera was the most abundant order at both sites across all seasons, with the order mostly represented by ants. Relative abundance of Hemiptera was higher at Aspendale compared to Vermont South, particularly for prodiamine, clove oil, imazapyr and steam treatments. This increased relative abundance of Hemiptera associated with these treatments at Aspendale was attributed to a cluster of *Lycium ferocissimum* (African Boxthorn) that were next to these transects and attracted the stink bugs.

**4.5.0 Cost implications of the different weed management strategies**

Glyphosate was the cheapest product, with the cost of a 1 L preparation at 10 mL/L being AU$0.10. The other alternative weed management strategies ranged from AU$0.21/L (glufosinate) to AU$22.61/L (clove oil) (Table 13). The organic acid, plant oil, MCPA + dicamba and prodiamine based products were all at least six times the cost of glyphosate and failed to demonstrate reproducible reductions to weed coverage. Glufosinate was the cheapest alternative to glyphosate at $0.21/L and significantly reduced weed coverage for at least 12 weeks post application. Whilst imazapyr ($2.02/L)

was 20 times more expensive than glyphosate ($0.10 per L), long term cost may be reduced depending on time required between application and efficacy of more dilute solutions (1.3 g/L opposed to the 13 g/L used). The long residual time and pre-emergent effects of imazapyr could reduce the need to reapply. Due to the high risk of off-target effects due to the mobility of imazapyr, its use would need to be subject to careful assessment to avoid killing desired plants and avoid accountability for inadvertently killing plants on private properties adjoining council-managed areas.

The general PPE and engineering requirements for the chemical weed management strategies are similar given protection against skin irritation, eye irritation, vapour control, spill containment and application systems are the same. There was some increased rate of wear on spray applicators for some products. This was mainly the organic acid and plant oil based products (acetic acid + hydrochloric acid, nonanoic acid and clove oil). This may have been due to improper cleaning of equipment after use or the particular type of sprayers used.

Steam was selected as a manual form of weed management. Steam is becoming an increasingly popular alternative weed management strategy, as it is instantly effective at inhibiting weed growth, is chemical-free and may require less people and time than manually hand-pulling weeds. Steam has a high capital cost and was observed to alter the relative abundance of both bacterial and fungal phyla compared to all other treatments. The cost of the steam unit used for the trials was approximately $35,000 and to cover an area of 1 $m^2$ took around 12 minutes. It was noted that to cover an area of 9 $m^2$ took around 3h, used approximately 600-700 litres of water, consumed approximately $15 in fuel (combined diesel consumption for the generator and petrol consumption for the water pump), and would require a minimum of 2 people to operate. The ongoing operational and servicing costs of the steam units is hard to determine but are likely to be high given the strain on the water pump and performance issues experienced during the trials, particularly for the summer treatments when the pump became inoperable. Wear to the lances, connectors and hose fittings was observed, posing a

burning hazard and indicate regular ongoing maintenance requirements. Generally, the steam units would perform best with a degree of preventative maintenance to pumps, pipes, hoses, connectors and fittings prior to each use. A cost consideration for the steamers is also the requirement of a vehicle with a 3-tonne towing capacity. Ideally, the steaming units requires two people at a minimum to effectively operate the unit, as the water temperature and unit performance needed to be constantly assessed and managed to achieve effective weed killing. This adds a labour cost element that needs to be factored in when considering weed steaming.

**Table 13.** Costs of products trialled. Costs shown are based on full retail price for one-off purchases of low volumes and may differ for repeated bulk orders.

| | Cost ($) | Volume (L) | Volume (mL) | Dilution Factor(mL/L) | Cost per L ($) | Cost ($) per m$^2$ |
|---|---|---|---|---|---|---|
| **Glufosinate** | 41.5 | 1 | 1000 | 5 | 0.21 | 0.04 |
| **Acetic acid** | 111.5 | 5 | 5000 | 90 | 2.01 | 0.40 |
| **MCPA + Dicamba** | 24.5 | 1 | 1000 | 27 | 0.66 | 0.13 |
| **Prodiamine** | 190 | 1 | 1000 | 40 | 7.60 | 1.52 |
| **Imazapyr** | 155 | 1 | 1000 | 13 | 2.02 | 0.40 |
| **Glyphosate** | 199 | 20 | 20000 | 10 | 0.10 | 0.02 |
| **Clove oil** | 16.96 | 1 | 750 | N/A | 22.61 | 4.52 |
| **Nonanoic acid** | 12.98 | 1 | 1000 | N/A | 12.98 | 2.60 |
| **Pine oil** | 220 | 10 | 10000 | 200 | 4.40 | 0.88 |

[#]For steam treatment: Capital costs for steamer were estimated to be approx. $35,000 for the 1,000L dual lance unit used, Operating costs = approx. $6-8 per hour (excluding personnel), water usage = approx. 250 L per hour and other requirements for steamer to consider include size of unit: width = 2.52 m and weight = 2 - 3 tonnes.

**4.6.0 Human health-related risks with weed treatment strategies**

For the chemical-based weed management strategies, all were classified as either schedule 5 or 6 poisons and were specified as needing to be used with caution. Of the selected alternatives, those identified as schedule 5 at the time of this study were glyphosate, glufosinate, imazapyr, nonanoic acid and clove oil. Acetic acid + hydrochloric acid (organic acid), pine oil (organic plant based oil) and MCPA + dicamba (chemical) weed killers tested in the studies presented here were classified as schedule 6 poisons. At the time of this study, prodiamine was classified as "exempt". This classification schedule is important, as all the alternatives selected are not highly toxic to the public or suspected to cause major environmental impact due to runoff, and they pose a relatively low-risk hazard to the workers administering the weed killer.

Hereafter, the focus on safety implications is on glufosinate, imazapyr and steam. The acetic acid and plant oil based products were not shown to be effective weed control alternatives compared to glyphosate, glufosinate, imazapyr or steam based on weed coverage results (Fig. 2-5), cost. In addition, both pine oil and the acetic acid + hydrochloric acid products trialled were classified as Schedule 6 "poison", whereas as glyphosate, glufosinate and imazapyr are classified as a Schedule 5 "caution". This indicates the pine oil and the acetic acid + hydrochloric acid pose a potentially higher health risk. Acetic acid is an organic compound (contains carbon and hydrogen bonds) with a low or "acidic" pH. As such, acetic acid (and hydrochloric acid) is highly corrosive to skin and eyes, causing burns. Acetic acid and hydrochloric acid both produce strong vapours that can irritate eyes, skin, and the respiratory system and at high concentrations it may cause irreversible damage to eyes, skin, or the respiratory system. The pine oil and clove oil products tested were listed as having similar health risks as the acetic acid + hydrochloric acid based product (may cause severe eye and skin damage, and is a respiratory system irritant). In the case of the clove oil product this could be due to the acetic acid content of the product (40 g/L) in addition to the concentrated plant-based oil.

Glyphosate health precautions are detailed in the introduction including its Group 2A (probable carcinogen) classification.

Glufosinate and imazapyr are both Schedule 5 (caution) poisons, classified as hazardous, are not classified as dangerous goods and have the signal word “warning”. Glufosinate and imazapyr are not classified as carcinogens or probable carcinogens by the IARC. This may be due to glufosinate and imazapyr not being reviewed for classification due to low or no reported incidences, no evidence presented, or only low-risk evidence obtained from toxicity testing.

To date, chronic toxicity tests for imazapyr indicate that it is not carcinogenic, mutagenic, or neurotoxic. It also not known to cause reproductive or developmental toxicity and is not a suspected endocrine disrupter. Available information suggests imazapyr has low acute toxicity on the skin or if ingested but is harmful if inhaled and may cause irreversible damage if it gets in the eyes. Applicators must follow the protective control measures outlined in the safety data sheet (SDS) as detailed in the example information below. The break-down products from imazapyr are not suspected as being any more toxic than imazapyr itself and are likely to be excreted faster than imazapyr when ingested.

For glufosinate, testing of foetuses during pregnancy in rats and rabbits indicated no teratogenic potential (birth abnormalities). Mutagenicity tests have also indicated glufosinate to be non-genotoxic. Chronic toxicity testing in rats and dogs yielded no-observable-effect levels of 2 and 5 mg/kg body weight/day, respectively. Oncogenicity studies in rats and mice revealed no carcinogenic potential. On the basis of this toxicity data, it was concluded that this herbicide is safe under conditions of recommended use (Ebert et al 1990).

Based on a consensus of information in multiple manufacturers’ SDS, the first aid and protective measures for glyphosate, glufosinate and imazapyr with details for exposure treatment are as follows:

- **Inhalation:** If inhaled, remove to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Seek medical attention if breathing problems develop.
- **Skin Contact:** In case of skin contact, brush away granules (imazapyr), immediately remove contaminated clothing and wash affected areas with water and soap. Seek medical attention if symptoms occur.
- **Eye Contact:** In case of eye contact, brush away granules (imazapyr), hold eyelids open and rinse with water for at least 15 minutes. Seek immediate medical attention.
- **Ingestion:** If swallowed, do not induce vomiting. Immediately rinse mouth with water. Give a glass of water. Never give anything by mouth to an unconscious person. Seek immediate medical attention.
- **Engineering Controls**: Provide exhaust ventilation or other engineering controls to keep the airborne concentrations of vapour below occupational exposure standards.
- **Respiratory Protection**: Use an approved vapour respirator under conditions where exposure to the substance is apparent (e.g., generation of high concentrations of mist or vapour, inadequate ventilation, development of respiratory tract irritation) and engineering controls are not feasible.
- **Skin Protection**: Wear PVC or butyl rubber gloves. When selecting gloves for use against certain chemicals, the degradation resistance, permeation rate and permeation breakthrough time should be considered. Occupational protective clothing (depending on conditions in which it has to be used, in particular as regards the period for which it is worn, which shall be determined on the basis of the seriousness of the risk, the frequency of exposure to the risk, the characteristics of the workstation of each worker and the performance of the protective clothing).
- **Eye and Face Protection**: Eye and face protectors for protection against splashing materials or liquids.

For any herbicide or agent being used to control weeds, local area management plans need to be developed that details the appropriate PPE (gloves, protective clothing, eye protection and face protection), ventilation requirements and ways to minimise vapours and risk of exposure. All applicators need to be informed and aware of the risks of working with agents. This is best done by reviewing the information and operating in accordance with the information specified by the product manufacturers and in accordance with Safe Work Australia (SWA), Work Health and Safety (WHS) (Managing Risks of Hazardous Chemicals in the Workplace) Code of Practice, Global Harmonised System (GHS) and the Australian Dangerous Goods (ADG) code, which are detailed in the product SDSs. When applying herbicides workflow patterns need to be predetermined to eliminate the need for the applicators to revisit or come in contact treated areas.

In considering physical weed control strategies such as steam, risks assessments need to be performed and risks associated with hot water or steam, fuel (unleaded petrol and/or diesel) and exhaust fumes accounted for (operate up wind from steamer unit). Applicator exposure time increases risk (exposure time to agents); where environmental factors such as heat, fatigue, noise and sun need to be accounted for. Protective measures such as hearing protection, safety glasses, heat proof gloves, and clothing that covers bare skin worn. Even for hand pulling weeds (not reviewed here), exposure risks need to be assessed and managed, with repetitive straining activities, non-ergonomic positioning, sun exposure, exposure to plants that may be irritants, and sharp objects such as broken glass accounted for.

A considerable risk associated with operating the steamer unit is the use of fuels, unleaded petrol, and diesel. For the water pump, petrol (unleaded) is required, which is a Schedule 5 poison and the exhaust fumes generated considered as “possibly carcinogenic” (Group 2B) (IARC, 2012). The generator associated with the boiler that generates the steam uses diesel, which is a Schedule 5 poison. Diesel exhaust emissions are classified as carcinogenic to humans (Group 1). The IARC reviewed diesel

exhaust emission and concluded the following: "*The scientific evidence was reviewed thoroughly by the Working Group and overall it was concluded that there was sufficient evidence in humans for the carcinogenicity of diesel exhaust. The Working Group found that diesel exhaust is a cause of lung cancer (sufficient evidence) and also noted a positive association (limited evidence) with an increased risk of bladder cancer (Group 1)*". The risks associated with handling, transporting and burning of petrol and diesel need to be considered when using a steamer to eradicate weeds. All risks and risk reduction or avoidance measures should be detailed in a work safety risk assessment and control form and incorporated as part of the standard operating procedure. Operators must consider their and the public's risk of exposure to the exhaust emissions associated with using the weed steamer. This could be achieved by measures such as ensuring operators are up-wind of the steam unit, public access is restricted within a certain proximity to the unit when in operation, and the unit is only operated in wide open spaces or distanced far enough away from buildings and housing to enable dispersion of exhaust emissions.

**4.7 Accessibility issues when using steam to manage weeds**

Managing weeds requires time and often weeds are in areas with limited access due to motorways, infrastructure, or environmental conditions (hills, vegetation or waterways). Chemical treatments are largely able to be carried on person, with spray packs of up to 20 L capacity available as a "backpack". With regards to accessibility, steaming presents challenges that may render it inappropriate or not an option in some situations. The dimensions of the steam unit used for the trials conducted here was 2.52 m in width and weighed over 2.5 tonnes with a full 1,000 L water tank and 60 L of fuels. Logistically this means that a vehicle with sufficient weight, power, suspension and braking capacity is required, and ideally all-wheel or four-wheel drive if working on unsealed surfaces. In areas where there is no solid road surface, such as Aspendale where there was a sandy roadway or at Vermont South when there had been sufficient rain and the clay had softened to mud, a potential to become bogged was

experienced. The width also limits accessibility and despite the hose length being 40 m, narrow roads and laneways will be largely inaccessible.

**4.8 Potential impacts of glyphosate, glufosinate and imazapyr on aquatic environments**

This study did not investigate the impacts of the weed management strategies on aquatic organisms or aquatic environments. Generally, for glyphosate, glufosinate and imazapyr, beyond aquatic plants, photosynthetic green algae are reported as being among the most sensitive aquatic organisms to herbicides. This is largely due to the mode of action for these herbicides disrupting conserved metabolic pathways. It has been proposed that when developing a risk assessment for using pesticides, both the toxicity of pesticides and the expected exposure to organisms should be considered (Tsui and Chu 2003). Here a brief review of the impact glyphosate, glufosinate and imazapyr is described.

The general information provided by manufacturers' SDS documents details the impacts of glyphosate-based herbicides as being mostly towards aquatic plants and algae, with minimal impact on fish, frogs and other aquatic invertebrates. It has been proposed that in aquatic environments, the acute toxicity of glyphosate is reported as being highly species dependant across all taxa, with toxicity depending on the timing, magnitude, and route of exposure (Annett et al 2014). Annett et al 2014 summarised that much of the toxicity data for glyphosate has focused on amphibians due to their increased sensitivity compared with other vertebrates. The lethal concentration 50 ($LC_{50}$) levels for frogs have been reported as ranging from 27 to 911 mg/L depending on the formulation (Mann and Bidwell 1999). This is a large range, with the type of glyphosate formulation altering the $LC_{50}$ (Mann and Bidwell 1999). It has previously been suggested that the surfactants used to increase the efficacy of glyphosate as being more likely to have toxic impacts on non-targeted species; where the surfactants in the different formulations could also dictate the large difference in toxicity ($LC_{50}$) towards frogs (Annett et al 2014). In marine environments, data obtained from short-term acute

toxicity tests has indicated that glyphosate is generally lethal at high levels. However, long-term exposure data suggests that glyphosate can markedly affect biological responses of marine invertebrates (Matozzo et al 2020). The further information available on glyphosate impacts on aquatic organisms suggest that levels typical in run-off waters can alter microbial populations (Piola et al 2013).

The manufacturers' SDS lists the $LC_{50}$ for glufosinate towards a number of aquatic invertebrates as being >710 mg/L. Previously the lethal concentration ($LC_{50}$) of a glufosinate based herbicide for the marine medaka *Oryzias dancena* characterised as 8.76 mg/L (Kang et al 2014). For fish the $LC_{50}$ values reported range from 13-65 mg/L, which like the $LC_{50}$ of the marine medaka could be present in runoff water if a sufficient application rate had been used. Based on a general consensus of manufacturers product information, the application rate for glufosinate is around 1 g/L, with 100 L sufficient for covering up to 2 hectares. At the intended application rate across a >1 ha area, the risk of glufosinate toxicity from runoff waters carrying glufosinate into creeks, rivers and ponds is really low. Despite this, the appropriate application times, rates and buffer zones from waterways need to be considered to avoid the risk of runoff water carrying glufosinate into water ways, creeks and rivers.

Exposure of aquatic plants to imazapyr can results in their death. Imazapyr has been proposed as a means for reducing weeds in irrigation water ways and canals to remove unwanted plant growth, however, the application time and rate need to be carefully managed to avoid negative impacts on cropped plants due to the presence of residual imazapyr (Dugdale et al 2020). The half-life of imazapyr in pond and river sediment has been reported as ranging from 180 up to 240 days, with a potentially very slow hydrolysis and biodegradation rate in water. In the context of this study, the use of imazapyr near waterways where it could be washed into waterways in run-off water or enter waterways from spray drift, needs to be considered. Particularly in instances where levels could be sufficient enough to kill off aquatic plants or algae unintentionally. This could be managed by leaving a substantial buffer

between water ways and application area (>1 m buffer zone), only applying in drier months where there is a low risk of rainfall runoff carrying residual imazapyr into the waterway, using appropriate application rates to avoid excess imazapyr and reduced residual time, and not spraying in windy conditions.

*In situ* analyses of the impacts of imazapyr on fish and aquatic invertebrates have suggested that there are negligible impacts or any impacts are relatively short lived (Breckels and Kilgour 2018). Imazapyr product safety sheets (SDS) list the environmental toxicity as: moderate toxicity to birds, moderately toxic to fish and non-toxic to bees.

**4.9 Summary**

For this project, a comprehensive desktop study was performed to identify possible weed management alternatives that could replace glyphosate use on land managed by councils. Based on a multifaceted selection criterion of cost, availability, ease of use, any known off-target toxic effects and known hazards for use, storage and negative environmental impacts, the following shortlist of 10 strategies were selected for trialling: glyphosate, glufosinate, imazapyr, nonanoic acid, acetic acid and hydrochloric acid, clove oil, MCPA + dicamba, pine oil, prodiamine and steam. Beyond the desktop review, the efficacy of these alternative weed control strategies were compared to untreated (negative) and glyphosate treated (positive) controls at two sites with different soil types. The Vermont South trial site represented a heavy clay profile and the Aspendale site a sandy loam profile.

At both sites, 4 weeks post application of winter and spring treatments, mixed results were observed for changes to weed coverage by the different weed management strategies; where glyphosate, glufosinate and steam were the only treatments to significantly reduce weed coverage at both sites for both seasons. After 12 weeks, glyphosate, glufosinate and imazapyr significantly reduced weed coverage at both sites, with this outcome consistent across all four seasonal treatments. For steam,

spring, summer and autumn treatments showed a longer -term efficacy, where after 12 weeks post treatment weed coverage remained significantly reduced. Assessment of the bacterial and fungal communities in soils exposed to the different weed management strategies revealed that only the steam treatment reduced the diversity of bacterial and fungal phyla present in the soil. Glufosinate ($0.21/L) was estimated to be twice the cost of glyphosate ($0.10/L), whilst imazapyr cost approx. $2.02/L. Steam has a high capitol cost (>$20,000), and potentially high operating costs (such as equipment maintenance and fuel). Based on the results of field trials, and taking into consideration cost, safety information and off-target impacts, glyphosate is considered to be the most effective weed management strategy of the different approaches scrutinised by this study.

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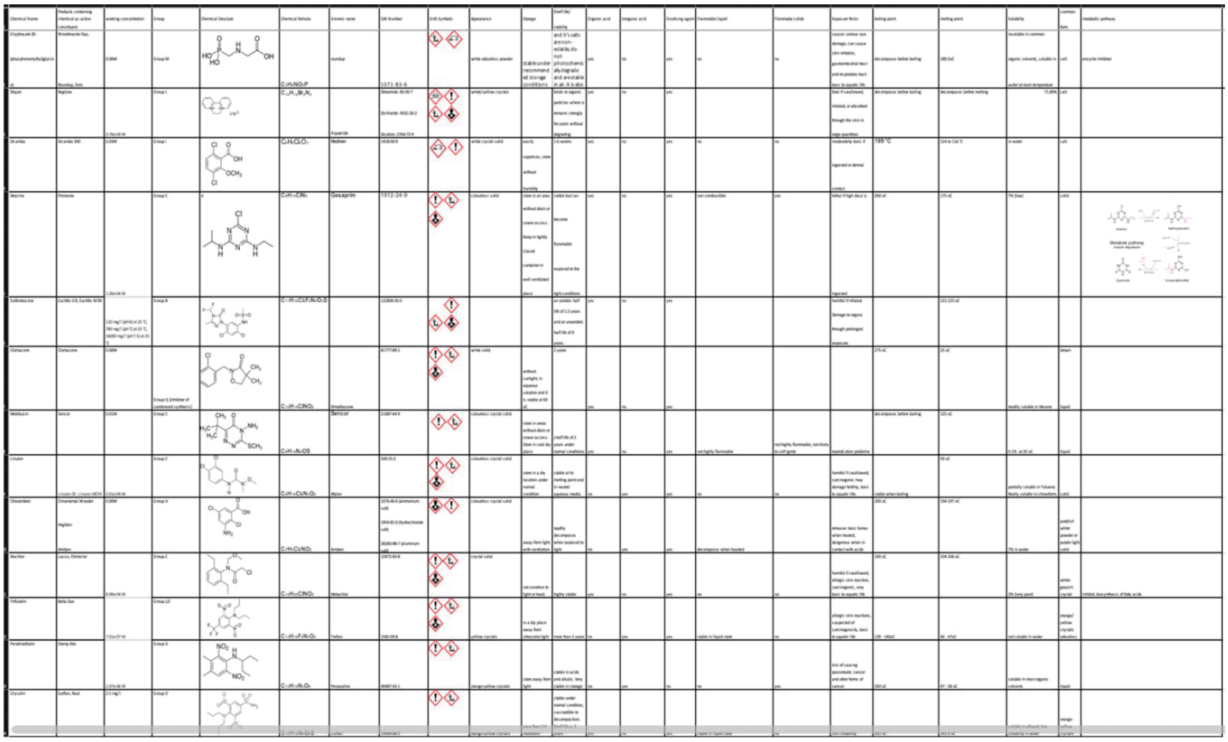
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**Appendices**

**Appendix 1**. Table of chemical weed management strategies established by a desktop review.



**Appendix 2.** Table of organic acid based weed management strategies.

| organic chemical name | Products containing chemical as active constituent | working concentration | Chemical Structure | Chemical formula | Generic name | CAS Number | GHS Symbols | Appearance | Storage | Shelf life/ stability | Organic acid | Inorganic acid | Oxidising agent | Flammable liquid | Flammable solids | Exposure Risks | boiling point | melting point | Solubility | common form | organic approved |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| formenic acid | dother | 0.05M | | $CH_2O_2$ | Pelargonic acid | 112-05-0 | | colourless oily liquid at room temperature | do not contaminate with water, store in tightly sealed container in a dry place | combustable, and deactivated when in contact with water. | yes | no | yes | yes | no | causes skin irritiies, eye irritation and harmful to aquatic life. | 254.5 °C | 12.3 °C | soluble in organic solvents | coconut smelling liquid | yes |
| acetic acid | vinegar, Green Gobbler Vinegar Weed & Grass Killer, Doctor Kirchner Natural Weed Killer,ECO GARDEN PRO – 100% White Vinegar Organic Weed Killer, Yates natures way organic weed killer, Homebrew | 16.65M | | $C_2H_4O_2$ | ethanoic acid, Glacial acetic acid | 64-19-7 | | colourless liqur liquid | storage in dry place away from open flame. | stable under normal laboratory conditions. Decomposes when heated and emits fumes. | yes | no | yes | yes | no | flammable liquid and vapour, causes severe skin and eye burns and damage. | 117.9 °C | 16.6 °C | Miscible in water | liquid | |
| citric acid | Bonide Fast Acting Weed and Grass Killer | 1.98M | | $C_6H_8O_7$ | anhydrous citric acid | 77-92-9 | | white crystalline solid, dry powder, liquid | avoid high temperatures and allow for open ventilation areas | not stable when exposed to air. | yes | no | no | no | no | causes skin and eye irritation | decomposes before | 153 °C | soluble in organic solvents | crystalline solid | |

**Appendix 3.** Organic weed management strategies identified

| organic weed killer with no acidic component | type of herbicide | leave harmful residue | constituent | less effective in weather condictions other than sun | organic certification | time taken to kill weeds | glyphosate free | dilution necessary | biodegradable |
|---|---|---|---|---|---|---|---|---|---|
| natural armour | non selective | | | yes | | within hours | yes | no | yes |
| BioSafe Weed and grass killer | non-selective | no | soap based | yes | | within 1-2 hours of application | yes | yes to specified concentration | |
| yates natures way organic wee killer | non selective | no | clove oil based | yes | yes | 1 hour after application | yes | | |
| bioweed | non selective | | pine oil | no | | within hours of application | yes | yes 10% to 20% | yes |
| Agro gold WS weed slayer | non selective | | clove oil based | | | | | yes | |
| corn gluten meal | pre emerging weed control | | corn by product | | yes | | | | yes |

**Appendix 4.** Manual weed management strategies.

| physical | method |
|---|---|
| solarization | covering weeds with clear plastic |
| hand pulling | hand pulling weeds out |
| flame weeder | burning weeds with a propane gas cylinder |
| Boiling water | hot water is applied to weeds |
| goats | goats eat the weeds |
| brush cutting | cutting the weeds with brush cutter/ line trimmer |
| steam | steam boiler diesel fuel operated machine |

# Communications Action Plan

| Channel | Audience | Purpose/key message | Date | Responsible |
|---|---|---|---|---|
| **Signage** | General public | To alert the community to works being undertaken and inform them of the safety measures in place | October - ongoing | Parks & Open Space/Comms |
| **FAQ postcard for staff onsite** | General public | To provide the community with more information should questions arise when staff are working | October - ongoing | Parks & Open Space/Comms |
| **Kingston eNews** | General public | To inform the community regarding why the ban was lifted, the restrictions around how Glyphosate will now be used and the safety measures that will be put in place | Octoober | Parks & Open Space/Comms |
| **Media release** | General public | To inform the community regarding why the ban was lifted, the restrictions around how Glyphosate will now be used and the safety measures that will be put in place | October | Parks & Open Space/Comms |
| **Potential information session** | General public | To provide the community with an opportunity to find out more about how Council uses glyphosate, as part of a broader session about a related topic of general interest | November | Parks & Open Space/Comms |
| **Summer Kingston Your City article** | General public | To inform the community regarding why the ban was lifted, the restrictions around how Glyphosate is now being used and the safety measures that will be put in place | December | Parks & Open Space/Comms |

| | | | | |
|---|---|---|---|---|
| **Media release** | General public | To inform the community regarding why the ban was lifted, the restrictions around how Glyphosate will now be used and the safety measures that will be put in place | October | Parks & Open Space/Comms |
| **Potential information session** | General public | To provide the community with an opportunity to find out more about how Council uses glyphosate, as part of a broader session about a related topic of general interest | November | Parks & Open Space/Comms |
| **Summer Kingston Your City article** | General public | To inform the community regarding why the ban was lifted, the restrictions around how Glyphosate is now being used and the safety measures that will be put in place | December | Parks & Open Space/Comms |

# Council Meeting

**27 September 2021**

**Agenda Item No: 10.4**

# 2021-2022 ARTS GRANTS PROGRAM

**Contact Officer: Justin Gayner, Team Leader Arts & Cultural Services**

## Purpose of Report

This report presents the recommendations of the Arts and Cultural Advisory Committee (ACAC) on the allocation of funding for the 2021-2022 Arts Grants Program, and to seek Council approval for the distribution of the grants. It also recommends an increase in arts grants allocation of $24,663 to continue Kingston's support of its artists and creatives during the COVID pandemic.

## 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. Endorse the 2021-22 Arts Grants funding allocations as recommended by the Arts and Cultural Advisory Committee (ACAC);
2. Approve an increase in Arts grants funding for the 2021-2022 of $24,663; and
3. Authorise officers to distribute the Arts Grants in line with the funding guidelines and conditions outlined.

## 1. Executive Summary

In 2020 a budget of $38,092 was allocated towards Council's Arts Grants Program in response to the challenges facing the arts and cultural sector during the pandemic, and in line with the Council Plan and Council's Arts and Cultural Strategy 2018-22 to support the local arts community.

In 2021 applications opened on 28 January and closed on 28 March with 26 submissions received.

Each grant was reviewed and assessed by Council's Arts and Cultural Advisory Committee (ACAC) against the arts grants criteria.

In order to continue supporting the arts and cultural sector during an incredibly challenging period, ACAC has recommended funding towards 10 projects, totalling $47,663.25. This increase in funding support is seen as essential to help stimulate Kingston's creative economy and assist local artists and creatives to reboot, rebound and recover from the impact of the pandemic.

(Refer to Appendix 1 for details of the assessment of the 2021/2022 Arts Grants applications.)

## 2. Background

### 2.1 2020/21 Arts Grants Applications

In 2012, Council approved an annual grant stream for the arts to support artists and arts organisations to contribute to Kingston's cultural sector.

In 2019, three grant categories replaced the four grant categories in place since 2012. The application process was also streamlined. These changes better support artists' applications to cross more easily between the application formats of a variety of funding programs, such as the Australia Council and Creative Victoria, and allows more scope for artists and communities to apply for projects of broader vision and depth.

Each grant category reflects an important focus for the arts in the City of Kingston and supports the development of creative, innovative and original art projects with a public outcome, in line with the objectives of Council's Arts and Culture Strategy 2018-2022.

Guidelines for the Arts Grants were developed in consultation with the ACAC. (Refer to Appendix 2 for Guidelines).

The three funding categories are:

- Arts Projects: grants for emerging and professional artists whose projects take place in Kingston (up to $5,000)
- Community Arts: grants for projects with significant involvement by community members that take place in Kingston (up to $5,000)
- Mentorships and Residencies: grants for professional development for Kingston residents (up to $1,000)

All submissions are assessed against the following criteria:

- Creativity, innovation and originality
- Capacity to deliver the concept
- Capacity for engagement
- Addressing Council's vision for arts and culture
- Project outcomes

The 2021-22 Arts Grants were promoted through:

- Kingston Your City
- Council website
- Kingston Arts website, e-news and Facebook
- Arts industry networks
- Relevant university art departments
- Direct email to Kingston Arts visual and performing arts databases
- Promotion at Kingston libraries, community centres, leisure centres and customer service

### 2.2 The role of Arts Grants in the recovery of the Creative sector

The ongoing disruptions of COVID-19 restrictions throughout 2020 and 2021 has had a devastating impact on Melbourne's arts community, with the cancellation of

performances and events, job losses and the closure of arts organisations and venues across the city.

On a normal weekend, more people attend cultural events than sporting events in Melbourne and according to the State Government's Arts body, Creative Victoria, the economic impact of creative industries had grown by 23 percent prior to the pandemic, contributing approximately $31 billion to Victoria's economy and employing 260,000 Victorians. The survival of this sector has therefore been deemed as critical to Victoria's economic, social and cultural recovery.

Throughout the pandemic local governments have played a critical role in supporting artists, performers and small creative industries by providing new grant programs and funding opportunities. The arts grants are also a good alternative way of delivering creative programs to the community, while the capacity for events in Council's arts and cultural facilities is limited under State Government density restrictions.

In 2020, Kingston's Arts Grants program was vital in enabling arts and cultural experiences and opportunities to continue within the community. In 2021 this ongoing support will again help Kingston's local creative sector continue and recover on the other side of the pandemic.

## 3. Discussion

### 3.1 Council Plan Alignment

Goal 4 - Our free-moving safe, prosperous and dynamic city
Direction 4.3 - Rich in arts, innovation and tourism

Council's continued investment in community derived arts initiatives supports and fosters our creative communities.

### 3.2 Consultation/Internal Review

Applications were received via Council's on-line Smarty Grants program. All applications were reviewed and assessed by ACAC prior to meeting on Tuesday 29 June 2021.

The Committee members were provided with an overview of Council's Conflict of Interest process and transparency requirements. No conflict of interest was declared by the Committee members in relation to any Arts Grant applications received.

The applications were highly diverse, proposing new works for multiple locations in Kingston, and presenting a strong community focus and innovative and original concepts. As a result, of the projects selected by the Committee, all have been recommended for full funding.

### 3.3 Operation and Strategic Issues

Operational and Strategic Issues

Due to Victoria going into its fourth lockdown in May/June 2021, the Arts and Cultural Advisory Committee were unable to meet and review the applications until late June. This has meant that art grants funding will not be officially allocated to successful applicants until the beginning of August. However, despite this delay it is not expected to impact any of the timelines for the recommended arts projects, with the earliest due to be delivered in September 2021.

### 3.4 Options

3.4.1 Arts and Cultural Advisory Committee (ACAC) Recommendations

Funding allocations for 2021-2022 as recommended by ACAC are as follows:

- **Arts Projects (up to $5,000)**

  Angharad Neal-Williams: A series of drawing workshops and tutorials at the Kingston Arts Centre, teaching participants how to draw still life.

  Kate Ashforth: An exhibition at the Shirley Burke Theatre exploring the natural landscapes, plant life and historical spaces in Kingston, including a one-hour community workshop.

  Mikaela Stafford: A large-scale digital artwork printed on billboard skins and displayed along the tall brick façade of the Cheltenham Substation.

  Sarah Matthews: A performing arts festival at Namatjira Park that provides an opportunity for early-career performance artist to gain experience making site-specific work in a local and community context.

  Kieran Carroll: A stage adaptation of Rick Springfield's best-selling memoir (Simon and Schuster, 2010), to be performed at the Shirley Burke Theatre in 2022.

  Peter Vadiveloo: A series of 7 weekly concerts to be performed at the Arcobar in Heatherton.

  Alexander Luciano: A series of story quilts and supporting videos that share the family histories, memories and experiences of local residents moving to and building lives in Kingston.

  Nic Clarke: Presenting two performances at Shirley Burke Theatre of innovative Australian circus work for young people, during the September school holidays.

  Aurelien Gilfeather: A series of surreal, animated video artworks, exploring the dual experience of living life digitally and physically as a biracial citizen, to be exhibited at The Bridge projection space at the Kingston City Hall.

- **Community-based Arts Projects (up to $5,000)**

  Anna Wheeler: A public art mural by artist Alex Sugar of local birds, dogs and scenery to be painted on the Lorna Street Reserve fence line.

- **Mentorships and Residencies:**

  There were no successful applicants in this category for 2021/2022.

### 3.5 Environmental Implications

It is recommended that artists delivering projects outdoors be expected to provide Council with a Safe Work method Statement. Council staff trained in OHS and First Aid will also support the projects on site to ensure they are safely delivered with minimal environmental impact. Promotional material will include maps showing the location of projects, the nearest public transport and parking.

### 3.6 Social Implications

The funding provided to successful applicants demonstrates Council's commitment to supporting individual artists and arts organisations to present events, projects, services and / or initiatives that are of benefit to the community, that are not being delivered by Council.

### 3.7 Resource Implications

The current budget allocation for Council's Arts Grants Program is $23,000, which was established 8 years ago and was increased for the first time to $38,092 in 2020-21. Should Council approve all funding recommendations as detailed in this report, an additional amount of **$24,663** would need to be allocated to the Arts Grants budget 2021-2022. This extra funding would ensure that all projects were fully funded, as outlined in the table below.

| Ranking | Applicants | Requested | Recommended |
|---|---|---|---|
| 1 | Angharad Neal-Williams | $4,200.00 | $4,200.00 |
| 2 | Kate Ashforth | $5,000.00 | $5,000.00 |
| 3 | Mikaela Stafford | $5,000.00 | $5,000.00 |
| 4 | Sarah Matthews | $5,000.00 | $5,000.00 |
| 5 | Kieran Carroll | $5,000.00 | $3,000.00 |
| 6 | Peter Vadiveloo | $4,963.25 | $4,963.00 |
| 7 | Alexander Luciano | $5,000.00 | $5,000.00 |
| 8 | Nic Clarke | $5,000.00 | $2,500.00 |
| 9 | Aurelien Gillfeather | $3,500.00 | $3,500.00 |
| 10 | Anna Wheeler | $5,000.00 | $5,000.00 |
| | **Total** | **$47,663.25** | **$47,663.25** |
| | | **Total budget allocation** | **$23,000.00** |
| | | Variance | -$24,663.00 |

In the event that the additional funding is not approved, officers would reconvene the ACAC to identify an appropriate redistribution of funds, which may include the removal or reduction of the recommended recipients funding. The funding submissions are responsible and do not have obvious areas for economy, it is therefore likely that some submissions would simply be cut.

### 3.8 Legal / Risk Implications

All successful applicants are required to attain and present a copy of their Public Liability Insurance before receiving funding and hold Intellectual Property.

## Appendices

Appendix 1 - ACAC Arts Grants Assessment 2021-2022 (Ref 21/167720)

Appendix 2 - Arts Grants Guidelines 2021-22 (Ref 21/167733)

| | |
|---|---|
| Author/s: | Justin Gayner, Team Leader Arts & Cultural Services |
| Reviewed and Approved By: | Julian Harvey, Manager Property and Arts |
| | Samantha Krull, General Manager City Assets and Environment |

# 10.4

## 2021-2022 ARTS GRANTS PROGRAM


**1 ACAC Arts Grants Assessment 2021-2022 ..... 373**
**2 Arts Grants Guidelines 2021-22 ..... 377**

| Successful Applicants | Project name | Ask $ | Recommended $ | Genre | Brief project summary | ACAC COMMENTS | Recommendation |
|---|---|---|---|---|---|---|---|
| Arts Projects | | | | | | | |
| Angharad Neal-Williams | Drawing with Angharad | $ 4,200.00 | $ 4,200.00 | Visual Art | To deliver drawing workshops at the Kingston Arts Centre for the local community. During COVID-19 lockdown, I created an online drawing tutorial, teaching participants how to draw a still life. Creating the tutorial was a highly rewarding experience and I would like to develop more tutorials. | Creative workshops are a great way to engage the community. The workshops look to be creative, fun and inspiring. Excellent tutorial video. This clearly will appeal to a broad range of people and would be a fun, enjoyable outlet. | YES - Recommend full funding |
| Kate Ashforth | Looking Further - The Nature of Elements | $ 5,000.00 | $ 5,000.00 | Visual Art | Re-interpreting the natural landscapes and plant life of the Kingston Council area. | Her work would have great appeal, and is contemporary. The committee liked that she is taking inspiration from the natural spaces in our community. An exhibition at Shirley Burke opens up the project to the public | YES - Recommend full funding |
| Ms Mikaela Stafford | Proximity | $ 5,000.00 | $ 5,000.00 | Visual Art | Large-scale digital art project printed on billboard skins along the tall brick facade of the Cheltenham Substation. The work is designed to attract audiences to an otherwise under utilised and creatively neglected industrial area whilst simultaneously raising funds for local charity services Launch Housing and Star Help. | This project looks fantastic. And the artist has chosen a location and sort approvals to install the work by the relevant stakeholders. Broad appeal. The committee believe it will be a far reaching public art project with a strong focus on social change. | YES - Recommend full funding<br><br>Note: Charitable aspect of project will need to be removed |
| Sarah Matthews (Locomotion) | L.E.A.F. Stories in the Sun | $ 5,000.00 | $ 5,000.00 | Public Program | L.E.A.F is a performing arts festival in Namatjira Park. The festival will feature free performances nestled amongst the wetlands, playgrounds, and parklands of the park. L.E.A.F. is also an opportunity for early-career performance artists to have a go at making site-specific work in a local and community context. | Supportive of the proposed event, despite its weather dependency. Budget looks well considered. Positive outcome for residents in Clayton South | YES - Recommend full funding |
| Kieran Carroll | Late, Late At Night - A Stage Adaptation of Rick Springfield's Memoir | $ 5,000.00 | $ 5,000.00 | Performance | 'Late, Late At Night' is a one man stage adaptation of Rick Springfield's best-selling memoir (Simon and Schuster, 2010). This two act work traces Springfield's extraordinary journey and includes a number of his songs. Springfield is played by Oakleigh actor/musician, Sebastian Gregory, who currently resides in Los Angeles. | This would be a popular show to many local residents. Production at Shirley Burke Theatre will enable a wide range of people to view. | YES - Recommend full funding |
| Peter Vadiveloo | Kingston Singer-Songwriter Concert Series | $ 4,963.25 | $ 4,963.25 | Performance | The project is a series of 7 weekly concerts featuring Kingston singer-songwriters to be performed at the highly-regarded music venue Arcobar (Heatherton). Each concert will feature 2 singer-songwriters and will be compered by experienced performer and singer-songwriter Peter Vadiveloo. | This is a great concept, which will reward many musicians, singers and the broader community alike. Bringing live music to Kingston is a really solid idea, noting fair pay at local venue which will also benefit. | YES - Recommend full funding |
| Alexander Luciano | Interwoven: Kingston | $ 5,000.00 | $ 5,000.00 | Multi-artform | Interwoven: Kingston is a series of story quilts and supporting videos that share the history of Kingston residents. Working in collaboration with local non-artists, together we will produce quilts that capture their family histories, memories and experiences moving to and building lives in Kingston. | Strong collaborative and reflective project that brings people together | YES - Recommend full funding |
| Nic Clarke | Brass Monkeys by Circus Trick Tease | $ 5,000.00 | $ 5,000.00 | Performance | To present the innovative Australian circus work for young people Brass Monkeys by Circus Trick Tease for 2 performances at Shirley Burke Theatre in the September School holidays. Performed by April Dawson and Kyle Raftery directed by Malia Walsh the show combines circus and music in an interactive dynamic performance. | Strong project proposal. Great opportunity for performance art in the City of Kingston | YES - Recommend full funding |
| Aurelien Gilfeather | International Section | $ 3,500.00 | $ 3,500.00 | Visual Arts | A series of surreal animated video artworks, exploring the dual experiences of living life digitally and physically as a biracial citizen, intended to be exhibited at The Bridge exhibition space. The project scope would include the creation, installation, exhibition and promotion of the artwork; covering labour for the artwork. | It would be an interesting project for the Bridge projection space. An important piece on culture and recognising the multiplicity of cultures in Kingston. | YES - Recommend full funding |
| Community Arts Projects | | | | | | | |
| Anna Wheeler | Lorna St reserve artwork | $ 5,000.00 | $ 5,000.00 | Public Art | Artist Alex Sugar will be painting a mural on the Lorna St reserve fence line, of local birds and scenery (he specialises in flora and fauna), and dogs (as it is well used by local dog walkers), with some text of local attractions (e.g. MENTONE BEACH, FRANKS CAFE, Cheltenham railway sign). | Need to know more about the exact location and scale of the project, but more murals in the public space would be of benefit. | YES - Recommend full funding |
| | | | | | | | |
| Successful Grant Applications Total | | | $ 47,663.25 | | | | |

| Unsuccessful Applicants | Project name | Ask $ | Recommended $ | Genre | Brief project summary | ACAC COMMENTS | Recommendation |
|---|---|---|---|---|---|---|---|
| Arts Projects | | | | | | | |
| Jack Freeman | Mural Art | $ 4,000.00 | $ - | Visual Art | With this project I will be creating a beautiful mural for Chelsea heights kinder garden. This project will be completed on wood panels and then installed onto the kinder fence. | The committee felt the community involvement for this project is a bit limited. It would have been good if an image of the site was provided to have seen if the artwork was viewable to the broader public | No |
| Anita Weller | Aspendale Story Track Adventure | $ 5,000.00 | $ - | Literature | Did you know that Aspendale was home to the world's first purpose built car racing track? Aspendale Story Track Adventure will tell the story of the world's first race track, right here in Aspendale. Families can scan QR codes to read the story as they retrace the race track. | An interesting story however the project seemed complex in its delivery | No |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| William Stone | Creative Writing Production Costs and Kingston Community Engagement | $ 4,759.00 | $ - | Literature | To create and present a work of creative fiction through local libraries as a public reading. Sustaining my career as a budding author and helping our libraries gain traction after the pandemic would be beneficial to both myself as a Kingstonite, and our creative community. | The project is commercial in nature and required more details on community engagement | No |
| Rebecca Page | Changing colours of the Chameleon | $ 5,000.00 | $ - | Visual Art | I wish to engage the community by creating a live performance art piece that integrates live painting, dance and music. "Changing colours of the Chameleon" is developed from a pre-existing work where I created a large-scale mural, while filming the live painting element to creating a unique visual experience. | The project requires more research on its location and how it plans to attract an audience | No |
| Kirsten Eltham | Extra Terrestrial Visitations Series" ALSO "The Invisible Influencers | $ 5,000.00 | $ - | Visual Art/ Performance | My series Extra Terrestrials sketched, 7 songs pencilled (needing inking still) , Two other invisibles ideas happening, one sketched, other material already researched. I need 10 to 20 canvases, paint, art supplies, etc, easel, brushes and mixing trays, Music: an electronic music to page writer, music stand. | The project requires more public engagement | No |
| Robert Scholten | The Happy Prince | $ 5,000.00 | $ - | Visual Art | To design, illustrate and print a children's book based on The Happy Prince, written by Oscar Wilde. This project will expand my career in illustration and help me enter the world of children's book publishing. It will also allow me to create art that enriches the broader community. | An understanding of the broader community impact from the project is needed. | No |
| Nicholas Bufalo | The City of Kingston- A Pictorial Slice of Time | $ 4,138.00 | $ - | Visual Art | A collection of historical black and white photos of the Kingston area will be scanned, repaired, adjusted and colourised by isolating each individual element in the photos and manually adding colour to them. They will be archived for posterity, showcased online and copies available for purchase. | The budget needs to be strengthened with additional resources. Another aspect to the project might give it broader appeal | No |
| Deakin University | An Artful Future: Moving, Making, Playing in Kingston | $ 4,997.50 | $ - | Multi-Artform | An artful future: Moving, Making, Playing in Kingston is an inclusive intergenerational art project that brings two local populations together with the lead artist to develop new skills, create new and innovative works and to present these in a final exhibition. | An important project, however its community outcomes need to be made clearer | No - potential follow up by Arts Officers |
| Delana Carbone | Harding Ave Foreshore Toilet Block Beautification | $ 4,444.00 | $ - | Public Art | A proposed beautification of an existing toilet block as a way to raise the care and awareness for the dune system vegetation and animals | Application did not specify an extract site location for the artwork. | No |
| Tom Mikulic | Visualized algorithms | $ 5,000.00 | $ - | Visual Art | The "Visualized algorithms" is a display of my artwork in the art form field known as "Computer graphics" (at NGV, Moma, V&A etc.) It includes the exhibition of printed graphics and projection of animation on video screen. Selected animated sequences can also be displayed on the Kingston Arts' Bridge system. | More in-kind support would be helpful to diversify the budget income. Public outlay of this project seemed unclear. | No |
| Graeme-Johnstone | Cyrano in Cyberspace | $ 2,160.00 | $ - | Performance | Set in the ultimate hotbed of contemporary love, a Call Centre in Braeside, 'Cyrano in Cyberspace' is a musical, a 21st century revitalization of the Edmond Rostand play. No hiding his massive nose behind the bushes for poet Cyrano to woo the beautiful Roxanne. Will Insta do the trick? | Budget needs to be reworked to account for all production costs | No |
| Kyle Wakeham | Kingston Foreshore Bathing Box Art Trail. | $ 5,000.00 | $ - | Public Art | Create bright and fun artwork, painted onto Bathing Boxes along the Foreshore from Aspendale to Bon Beach. Each Bathing Box artwork will form an aspect to the beginning of an art trail. Encouraging people to walk along the foreshore & seek out new art murals on other bathing boxes. | Unsure of the suitability of the proposed artwork location | No |
| **Community Arts Projects** | | | | | | | |
| Southern Area Concert Band | 50th Anniversary Celebration Music for Southern Area Concert Band | $ 5,000.00 | $ - | Performance | A celebratory music chart of 10-15 minutes to be composed by Brian Hogg to commemorate the 50th anniversary of the Concert Band. The music piece will celebrate all the past and present musicians who have contributed their talents playing music for the benefit of the Kingston audiences | More consideration needed in terms of marketing and promoting the event. | No |
| Yasmin Madeline Silvera | Bay Mob Arts and Gathering Trial | $ 5,000.00 | $ - | Workshops | The idea stems from a gap in Aboriginal community arts and culture programs in the current municipality. The focus of this project will remain on the connection of mob in neighbouring communities and provide a safe space to create and yarn in. | The committee support the intension of this project, however deliver needs more consideration | No - Arts team to follow up with the facilitator for programming opportunity during NAIDOC 2022 |
| Bruthern Street Kindergarten | Textile Art Project | $ 1,540.00 | $ - | Workshops | Introduce Kingston kindergarten students to primary colours, the colour wheel, colour interactions, tie dying and textile arts to foster a love of the arts from a young age and simultaneously produce a sentimental piece of art for the child/child's family plus a piece for the grandparents or extended family. | The visibility of the mural to the greater public could not be determined from the application. | No |
| **Mentorship and Residency Projects** | | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Gary Seeary | The Moonbeamers | $ 1,000.00 | $ - | Literature | To complete a play script/screenplay based on my novel, The Moonbeamers. A story which is based in Mentone and surrounding suburbs. Also, to complete book one of a pre-teen novel set in turn of last century Mentone and surrounding areas. | The committee felt that the outcome for this project needed more detail. | No |

# CITY OF KINGSTON
# GUIDELINES
# ARTS GRANTS 2021-22

The City of Kingston invites individual artists, not-for-profit arts groups and organisations to make an application to the Arts Grants Program for activities taking place between July 2021 and June 2022.

**Multilingual services are also available:**

| *Council Contacts:* | | | |
|---|---|---|---|
| Main switchboard<br>9581 4567<br>Facsimile<br>9581 4500<br>TTY (for hearing impaired)<br>9581 4506 | Arabic - عربي 9679 9881<br>Croatian - Hrvatski 9679 9884<br>Vietnamese - Việt-ngữ 9679 9886<br>Italian - Italiano 9679 9865 | Cambodian - ខ្មែរ 9679 9882<br>Greek - Ελληνικά 9679 9885<br>Cantonese - 粵語 9679 9883 | All other languages 9679 9887<br>Including:<br>Turkish - Türkçe Spanish - Español<br>Mandarin - 國語 Polish - Polski<br>Somali - Soomaali Sinhalese - සිංහල |

**Important dates:**

| | |
|---|---|
| Thursday 28 January 2021 | Applications open at 9am |
| Wednesday 10 February 2021 | Arts Grants Information Session<br>6pm – 7pm<br>A virtual information session will take place via Zoom.<br>Bookings essential: Register here to attend. (03) 9556 4440 |
| Sunday 28 March 2021 | Applications close at midnight |
| April-May 2021 | Assessment of applications |
| July 2021 | Council meeting to approve funding |
| July 2021 | Funding announcements made |
| August-October 2021 | Processing of grant payments |
| August 2020 – June 2021 | Projects take place. Acquit your project online within 3 months of completion |

## INTRODUCTION

Kingston City Council's new Arts and Cultural Strategy 2018-22 aims to create a more inclusive, activated and connected community. Seeking to strengthen creative practice and creative industries in Kingston, the Strategy aims to encourage and facilitate increased opportunities for creative engagement and partnerships between artists, schools, community groups, cultural groups, festivals, businesses, services and our environment.

Five priorities summarise the Plan for 2018-2022:

| | |
|---|---|
| Priority 1 - Inclusive | Enhance opportunities to access and participate in arts and culture |
| Priority 2 - Activated | Increase activity in creative places and spaces |
| Priority 3 - Enterprising | Strengthen creative industry connections and partnerships |
| Priority 4 - Connected | Build stronger social connections across communities |
| Priority 5 - Celebrated | Embracing our unique history, heritage, places and ever-changing community |

In response to this vision, the City of Kingston provides Arts Grants for local artists, not-for-profit art groups and organisations to plan and create arts activities and projects.

For more information on the Arts Grants Program, please contact Amelia Dowling at Amelia.Dowling@kingston.vic.gov.au or call Ph: (03) 9556 4440.

Alternatively, please visit kingstonarts.com.au for more information.

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## INFORMATION FOR APPLICANTS

### Who can apply?

- If you are applying as an individual or group, you must be an Australian citizen or permanent resident.
- You may not apply for a grant if you received a grant, or administered a grant, from the City of Kingston in the past and that grant has not been satisfactorily acquitted.
- Applications must meet the eligibility criteria requested within the application form.

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### Grant categories

In 2021, there will be three new grant categories. Please select the grant that best suits your project:

1. Arts Projects (up to $5000)
   The purpose of this grant is to fund the creation of art projects that extend the artist's practice. This grant is open to emerging and established artists and their groups. Applicants may live outside the City of Kingston. Project outcomes must be presented within the municipality of Kingston.

2. Community-based art projects (up to $5000)
   Projects in this funding category are led by a community arts worker or a community group, and involve the full participation of community members. Applicants may live outside the City of Kingston. Applicants are encouraged to work with communities based in Kingston. Project outcomes must be presented within the municipality of Kingston.

3. Mentorships and Residencies (up to $1000)
   This grant supports the professional development of arts and culture practitioners and workers who live in Kingston e.g. artists, community arts workers, arts managers and administrators, arts marketing officers, technicians.

Grant application forms can be found at https://www.kingstonarts.com.au/OPPORTUNITIES/Arts-Grants-2021-2022

Select the grant that best suits your project, then click the link to your application form.

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## Selection criteria

The City of Kingston Arts and Cultural Advisory Committee will assess your application. Arts Grants will be assessed on the following criteria:

- Creative, innovative, original concept
- Capacity to deliver the project
- Community engagement skills
- High quality outcomes
- Capacity to reach your target audience
- Strong support material

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## Am I eligible to apply to the program?

General eligibility requirements include:

- Applicants are eligible to apply for one Arts Grant per funding round
- Have public liability insurance and health and safety policies in accordance with the funding agreement
- Arts Grants are available for Australian citizens and permanent residents only
- Have no outstanding grant acquittals or debts owing to Council
- Propose an activity that does not seek to influence a person's political or non-religious ideology (this does not include community celebrations of cultural festivals).
- Propose an activity which is not primarily for fundraising purposes
- Be able to supply financial information requested
- Be able to meet conditions associated with receiving a grant.

If you are applying as a group, your group must be:

- Not-for-profit and managed by a volunteer board/committee of management
- Incorporated or auspiced by another incorporated organisation that accepts legal and financial responsibility for the project
- Physically located within the City of Kingston municipal boundaries. Consideration may be given to other groups and organisations where 50% or more of their membership comprises Kingston residents or where direct and significant benefit to Kingston residents can be demonstrated

Specific eligibility requirements for each grant category can be found at https://www.kingstonarts.com.au/OPPORTUNITIES/Arts-Grants-2021-2022

Click on the link next to your grant category to open the application form. The Eligibility Checklist is the first item on the application form.

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## Have I developed my idea?

Applying for a grant is a competitive process. Your application will be assessed by a Committee with relevant expertise. To ensure the best chance of success, make sure you:

- Email an Arts Officer and arrange a time to speak to them about your project
  - For Performance related applications, please email Jennifer.OConnor@kingston.vic.gov.au
  - For Visual Arts related applications, please email Michelle.James@kingston.vic.gov.au
  - For general advice or other queries, please email Amelia.Dowling@kingston.vic.gov.au
- Be sure you have supplied all necessary information and can tick YES to every item on the Eligibility Checklist on your grant application form
- Answer all parts of every question
- Be clear and concise

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## What is the selection criteria?

The City of Kingston Arts and Cultural Advisory Committee will assess your application. Arts Grants will be assessed on the following criteria:

- Creative, innovative, original concept
- Capacity to deliver the project
- Democratic community engagement practice when working with community members
- High quality outcomes
- Capacity to reach your target audience
- Strong support material

When creating community-based art projects, the following priorities are also relevant:

- The proposed activity maximises community benefit
- The proposed service or activity meets any specifically identified Council priorities that may be nominated from year to year and responds to emerging community needs

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## Help!

If you need assistance with developing your project, or with managing the application form, please contact Amelia Dowling via email at amelia.dowling@kingston.vic.gov.au

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## Kingston's Community Grants – background

The Arts Grants Program sits within the City of Kingston's Community Grants portfolio. Community Grants prioritise support where:

- The applicant has limited financial means to access other sources of funding
- The applicant has sought funding/in-kind support from other sources, where the applicant is deemed to be in a position to do so
- The applicant is not already in receipt of substantial funding/in-kind support from Council (except for those in receipt of Partnership Grant)
- The applicant is providing a proposed activity that is innovative or unique for the City of Kingston
- The proposed activity incorporates collaboration/partnerships with other groups
- The proposed activity demonstrates sustainability
- The proposed activity aligns with the Victorian Charter of Human Rights and Responsibilities Act 2006

You can view the Community Grants Policy here:
https://www.kingston.vic.gov.au/Community/Community-Grants

kingstonarts
www.kingstonarts.com.au

# Council Meeting

**27 September 2021**

**Agenda Item No: 10.5**

# CON 21/034 - HARBOUR TOWN, HENDON AND SHERBROOK RESERVE PLAYSPACE RENEWAL

**Contact Officer: Mark Stockton, Team Leader Active Kingston**

## Purpose of Report

This report seeks approval to appoint a contractor for the delivery of three (3) Playscapes at Harbour Town Park (Patterson Lakes), Hendon Court Reserve (Clarinda) and Sherbrook Avenue Reserve (Oakleigh South).

## 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 outcome of the tender evaluation process for Contract 21/034 – Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal, as set out in the attached confidential appendices;
2. Delegate authority to the Chief Executive Officer to award Contract 21/034 - Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal to Yellowstone Landscaping Pty Ltd for the lump sum amount of $648,636.00 (exclusive of GST); and
3. Delegate authority to the Chief Executive Officer or his nominee to approve contract variations up to 15% of the annual contract payment, if required.

## 1. Executive Summary

Following a public tender process, this report seeks to appoint a contractor for the delivery of three (3) Playspace Renewals in Harbour Town Park (Patterson Lakes), Hendon Court Reserve (Clarinda), Sherbrook Avenue Reserve (Oakleigh South).

## 2. Background

Council is continually working with the community to plan and deliver improvements to playspaces.

In 2020 Council finalised consultation and design development of playground renewal projects at Harbour Town Park (Patterson Lakes), Hendon Court Reserve (Clarinda) and Sherbrooke Reserve (Oakleigh South). A funding grant of $750,000 has been secured from the Department of Infrastructure, Transport, Regional Development and Communications towards the renewal of these important playspace facilities.

The scope of works for Contract 21/034 – Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal include the following:

- Demolition of existing site and earthworks;
- Construction of new junior and senior playspace;
- Associated landscape works, including concrete paths, supply and installation of furniture, rubber soft fall, edging rocks, logs, garden beds, supply and plants; and
- Maintenance of site for 13 weeks.

In June 2021, Council publicly advertised and invited tenders to Contract 21/034 – Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal. Tenders closed on 25 June 2021.

## 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 tender specification for Contract 21/034, Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal has been developed in consultation with Council's Procurement Department and other relevant service areas within Council.

Officers have undertaken a formal public tender in accordance with Council policy and the tender submissions have been assessed in accordance with key selection criteria.

### 3.3 Operation and Strategic Issues

3.3.1 Tenders & Assessment

In response to an open public tender process seven (7) tenders were received.

A confidential Tender Evaluation Report, including the completed evaluation matrix is set out as Appendix 1.

Tenderers were shortlisted and interviewed. The preferred tenderer, as assessed by the Tender Evaluation Panel, is Yellowstone Landscaping Pty Ltd.

Yellowstone Landscaping Pty Ltd's tender was assessed as providing:

- Value for money;
- Demonstrated relevant experience to deliver the works;
- High attention to detail; and
- Comprehensive understanding of the works and challenges associated with the works.

3.3.2 OHS Management

As part of the tender, all respondents were required to meet Council's OHS and Environmental requirements

From the information provided, all shortlisted candidates demonstrated sound OHS policies and processes and held third party safety accreditation AS/NZS 4801:2001.

Yellowstone Landscaping Pty Ltd complies with Global Rapid (OH&S management systems registration), a mandatory requirement of Council.

3.3.3 Financial Assessment

A financial assessment (Corporate Scorecard) has been completed for Yellowstone Landscaping Pty Ltd, which it has passed.

## 4. Conclusion

Officers have completed a public tender process for the procurement of construction services for the delivery of three playspace renewals and following an evaluation process recommends an award of contract to Yellowstone Landscaping Pty Ltd.

### 4.1 Environmental Implications

The contractor approved for the Contract 21/034, Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal is required to align practices and processes to reflect Council's environmental principles and policies.

### 4.2 Social Implications

Renewing the playspaces at the reserves will improve play and recreation facilities that enhance exercise and wellbeing opportunities for a range of ages and abilities.

### 4.3 Resource Implications

Council has received a grant of $750,000 from the Department of Infrastructure, Transport, Regional Development and Communications which will fund the contract.

### 4.4 Legal / Risk Implications

Council officers will manage contract risks through Council's existing OHS and risk management processes.

## Appendices

Appendix 1 - CON 21 034 - Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal Tender Evaluation Report Memo (Ref 21/196392) - Confidential

| | |
|---|---|
| Author/s: | Mark Stockton, Team Leader Active Kingston |
| Reviewed and Approved By: | Bridget Draper, Manager, Active Kingston |
| | Samantha Krull, General Manager City Assets and Environment |

# Council Meeting

**27 September 2021**

**Agenda Item No: 10.6**

# RESPONSE TO COUNCIL RESOLUTION - DISC GOLF TRIAL IN BICENTENNIAL PARK

**Contact Officer: James Prideaux, Team Leader Sport and Recreation**

## Purpose of Report

The purpose of this report is to respond to the Council Resolution at the May 2021 Council meeting, for the trial of disc golf at Bicentennial Park in Chelsea.

## Disclosure of Officer / Contractor Conflict of 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. Endorse a Disc Golf trial at Bicentennial Park in Chelsea to be run in October/November 2021; and
2. Receive a report with a summary of the trial outcomes, assessing the need and possible future locations and cost implications for a second permanent Disc Golf facility in Kingston.

## 1. Executive Summary

The Notice of Motion 9/2021 for a Disc Golf trial at Bicentennial Park in Chelsea at the May 2021 Council Meeting, Council resolved that:

*Officers provide a report considering the temporary installation of 3–4 disc golf baskets at Bicentennial Park for a trial period in spring 2021.*

*Further to that, the trial period will be used to gauge the interest of locals as to whether a permanent disc golf course could be erected at Bicentennial Park.*

This report provides a summary and background information on the implications, costs and timeframe for conducting a temporary trial in October / November 2021.

Active Kingston will work in partnership with Melbourne Disc Golf Club to plan and organise the trial at Bicentennial Park. Feedback will be collected via consultation with the community and stakeholders as part of the trial period onsite at Bicentennial Park.

The feedback received will enable community interest to be determined, as well as potential participation levels to determine if a second Disc Golf course in Kingston is supported, and also inform a site feasibility analysis to determine the best location.

## 2. Background

Kingston's first Disc Golf course was established at Bald Hill Park in Clarinda in 2019 and has been very popular and well utilised since it opened. The course was designed in conjunction with the Melbourne Disc Golf Club and was built to meet both the needs of players for competitions, as well as regular and casual users. The ongoing maintenance costs for the facility and infrastructure are low after installation, with graffiti being the biggest cost.

A QR code check in was recently installed at the park and over a three-month period from January to April 2021 reflected 400 check ins (1,000 players at Bald Hill) from 88 different postcodes. Melbourne Disc Golf have 73 members and typically have 30-40 attend the social days run once a month at Bald Hill Park.

Disc Golf is a free activity that can be enjoyed by all ages and abilities and is a great family friendly activity. This activity fits in well with both Council's Sport and Recreation Strategy and Health and Wellbeing Plan. These encourage a healthy, active lifestyle connected to our local community. The service need for sport and recreation activities is varied across Kingston and forms a key part of the planning and development process for active recreation activities.

A trial at Bicentennial Park is planned to review and gauge the level of interest to support a disc golf course in the south of Kingston. The trial will also enable officers to understand any potential impacts and conflicts with existing activities at the Park.

## 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

The 2018 Kingston Sport and Recreation Strategy and Council's Public Health and Wellbeing Plan support the provision of unstructured sporting participation opportunities as well as social/family recreation activities and low-cost physical activities.

Installation of a trial Disc Golf Course at Bicentennial Park, Chelsea is one means of providing less formal sport and recreation participation options in Kingston.

### 3.2 Consultation/Internal Review

Consultation will be included as part of the trial, to gauge the needs of the community and the viability of a potential permanent Disc Golf course at either Bicentennial Park or other suitable locations. The interest levels will be captured via feedback and data collection, as detailed in section 3.3.3 below.

### 3.3 Operation and Strategic Issues

3.3.1 Trial Objective

The trial will be used to raise awareness of Disc Golf through 'come and try' days to gauge the level of interest in disc golf as an activity and determine the viability of a permanent Disc Golf course at Bicentennial Park. The trial will enable an understanding of the potential impact of Disc Golf on existing users at the park and any conflicts which may arise from a public risk and safety perspective. This information will assist in determining the most suitable location for a permanent Disc Golf course should the trial prove successful.

3.3.2 Trial Operation

People have shown interest in Disc Golf with the participation at Bald Hill attracting users from a broad area. The trial at Bicentennial Park will include event type 'come and try' days with the temporary baskets in place for the duration of each of these days. The trial will be conducted over three weekends with the trials operating for approximately 4-5 hours each day. Participants will be given discs for use on the day and will be guided through how the game is played.

A proposed trial in Bicentennial Park would be best suited for late October to early November for good weather and high activity in the park. Active Kingston will work in partnership with the Melbourne Disc Golf Club to plan, organise and staff the trials at Bicentennial Park. If COVID restrictions prevent the trials being run in October/November, there is a contingency plan to move the trial to dates between January and March 2022.

The trial will be promoted via various platforms including social media and onsite signage at Bicentennial Park. The trial will also be promoted through the Melbourne Disc Golf Club, Waves Leisure Centre, local schools, community centres and sporting clubs.

3.3.3 Measuring success of trial

The success of the Disc Golf trial at Bicentennial Park will be measured by gaining feedback through consultation with the community and participants.

The consultation process will include assessing the usage numbers and participation rates throughout the trial, with data collected through QR codes linking back to Kingston Your Say webpage, first-hand onsite feedback, and surveys. Consideration will also be given to using an additional form of people counting through mobile tracking data to measure the number of people participating in the activities during the trial.

Results of the trial, along with the external consultant's report, will form the basis of a report to Council to determine if a permanent Disc Golf course is warranted and if Bicentennial Park is the appropriate location for a permanent course.

3.3.4 Cost of trial

The cost of planning and undertaking the trial will be in the order of $15,000. The trial will be conducted with the assistance and input of the Melbourne Disc Golf Club. All equipment and infrastructure will be non-permanent and transported and set up at the designated area for each trial day.

The cost of the trial includes advertising and marketing at Council facilities, online and social media, planning and signage for the trials, and staffing costs to run the trial. Consultant fees associated with a site and risk analysis will be included as part of the overall costs.

3.3.5 Costing and summary for permanent facility

The trial will be located at Bicentennial Park in the area to the east of the playground (highlighted in the below map). This area will give the trial maximum exposure to users of the park and provide a good test to determine if this area could be included as part of a permanent course in the future.



There are potential risk and safety issues with the high level of other use at Bicentennial Park. The park has many different activities that will have an impact on any potential permanent Disc Golf course. These include baseball, netball, playground, skate park, walking trails, dog off leash park and public events. A consultant will be engaged to undertake further planning on this site, following the trial, as well as looking at possible alternate sites that may be better suited.

3.3.6 Engaging external Consultant

As part of the trial, a consultant will be engaged to provide expert advice on the suitability of a permanent Disc Golf course at Bicentennial Park or another suitable location in the south, such as Yammerbrook Nature Reserve or Browns Reserve, should the trial prove successful.

3.3.7 Costing and summary for permanent facility

Should the trial and consultant's assessment for establishing a permanent disc golf course be viable, the cost will be in the order of $140,000. This is based on the previous cost and implementation of the Disc Golf course at Bald Hill Park. However, final costs may vary depending on the site selected.

### 3.4 Options

There are no options applicable to this report.

## 4. Conclusion

The Disc Golf trial at Bicentennial Park in Chelsea will be run in October/November 2021 at a cost of up to $15,000. A follow up report will be provided to Council summarising the outcomes of the trial, assessing the need, possible locations and cost implications for a second permanent Disc Golf facility in Kingston.

### 4.1 Environmental Implications

The sport of Disc Golf is a low impact activity and requires no site-specific environmental modifications. The use of Bicentennial Park for the purpose of Disc Golf will have limited impact on the environment i.e. no loss of vegetation.

The trial involves temporary removable baskets that will have no impact on the environment. If a more permanent course was established at Bicentennial Park being a former landfill site, an environmental/contamination assessment to inform the management of risks due to soil contamination and other latent soil condition issues would be required. It is anticipated that any works would need to be strictly managed via an Environmental Management Plan.

There is likely to be additional cost associated with the management of any soil contamination issues with a permanent establishment of a Disc Golf course at Bicentennial Park.

### 4.2 Social Implications

The establishment of recreational and sporting facilities which respond to the interests of our community is likely to result in positive social and wellbeing outcomes in Kingston. Provision of a low cost, informal sporting activity for residents in the south of the municipality broadens opportunities for participation in physical activity.

### 4.3 Resource Implications

Resources and cost for the trial is in the order of $15,000 and can be funded out of operational budget provisions.

### 4.4 Legal / Risk Implications

The provision of future management and maintenance of a permanent facility will be responsive to risk assessment requirements. Potential risk of Disc Golf as an activity causing personal injuries to other users or the park, and or damage to nearby private property such as parked cars or negatively impacting the experience of existing park users would be assessed.

| | |
|---|---|
| Author/s: | James Prideaux, Team Leader Sport and Recreation |
| Reviewed and Approved By: | Bridget Draper, Manager, Active Kingston |
| | Samantha Krull, General Manager City Assets and Environment |

# Council Meeting

**27 September 2021**

**Agenda Item No: 10.7**

# CHADWICK RESERVE PROPOSED DOG OFF LEASH AREA

**Contact Officer: Greg Cater, Team Leader Public Place Projects**

## Purpose

This report provides details on the proposed delivery of an off leash dog park at Chadwick Reserve.

## 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 endorse releasing the proposed off leash dog park at Chadwick Reserve for community consultation.

## Background

As part of the redevelopment of Chadwick Reserve, the existing gazetted off leash dog area will be transformed into an enclosed dog park, responding to community and Councillor requests.

The redevelopment of Chadwick Reserve included a new pavilion, car park and playground. The oval was recently reconstructed. The construction of an enclosed dog area in the north west corner and associated landscaping will complete the reserve redevelopment.

## Design Principles

The design for the dog park will provide a large, safe area for people to exercise their dogs in 3,089m$^2$. It will be fenced with two entrance points. The design features a large granitic sand area and a large, grassed area.

The main wear in dog parks is generally located at the entrances. As such, this design incorporates a granitic sand zone at the southern (main) entrance. The granitic sand will withstand wear and tear better than turf and reduce the amount of ongoing maintenance.

The design also includes dog agility equipment, mounds, a shelter, shaded seating, logs, drinking fountains, rocks, bins and dog poo bag dispensers. The dog park will be enclosed with a 1.35 metre high black chain mesh fence. There are also several garden bed areas both inside and outside the fence. These will be planted with trees and vegetation that can withstand the impact of dogs.

New concrete footpaths (1.8 metres wide) will also be constructed throughout the park. These will provide connections from the north, south, the shared use path along the Mordialloc Bypass and a link to the new basketball half within the Reserve.

The design of the park includes large areas of Urban Forest to the west and east. These areas will be planted with a significant number of new trees, anticipated to be around 300. This will be complemented by landscaping along the Mordialloc Bypass.

A small part of the dog park encroaches on a Melbourne Water sewer easement and Council will need to obtain permission to build on the easement. These works will include fencing, grassing and some planting on the easement. Based on previous experience with Roy Dore Reserve, these works should be approved by Melbourne Water.

## Engagement

In conjunction with Active Kingston, the Public Place Projects team will undertake community consultation which will include on-line consultation via Your Kingston, Your Say; direct consultation with reserve stakeholder groups and tenants; signage at the Chadwick Reserve; and letter box drop to adjoining residents.

This consultation will occur throughout October with construction anticipated to commence late January 2022.

## Budget

The cost of the works is estimated to be $688,000 including a 15% contingency which will be funded from the Chadwick Reserve budget.

## Conclusion

The creation of the enclosed dog park in Chadwick Reserve responds to community and Councillor requests. The construction of the enclosed dog area in the north west corner and associated landscaping will complete the reserve redevelopment.

## Appendices

Appendix 1 - Chadwick Dog Park Concepts (Ref 21/190858)
Appendix 2 - Chadwick dog park images Rev B (Ref 21/201426)

| | |
|---|---|
| Author/s: | Greg Cater, Team Leader Public Place Projects |
| Reviewed and Approved By: | Emily Boucher, Manager Parks & Open Space |
| | Samantha Krull, General Manager City Assets and Environment |

# 10.7

# CHADWICK RESERVE PROPOSED DOG OFF LEASH AREA


**1 Chadwick Dog Park Concepts ..... 397**
**2 Chadwick dog park images Rev B ..... 399**




## Legend

1. Entry point with 'air lock' gates, bin and drink fountain
2. Urban forest/woodland area - Trees in mulched areas
3. Shared use path along Mordialloc Bypass
4. New grass area with logs, mounding and garden bed areas
5. Granitic sand area with mound, dog agility equipment, boulders, large canopy tree and seats
6. New concrete path
7. Recently constructed half court area
8. Park Shelter

# Chadwick Dog Park

## Concept Plan Rev B 26.07.21









CHADWICK RESERVE
DOG OFF LEASH AREA IMAGES









CHADWICK RESERVE
DOG OFF LEASH AREA IMAGES

# Council Meeting

**27 September 2021**

**Agenda Item No: 10.8**

# GR BRICKER RESERVE PAVILION DEVELOPMENT AND MASTER PLAN IMPLEMENTATION - COMMUNITY CONSULTATION OUTCOMES

**Contact Officer: Kim Forbes, Strategic Coordinator Leisure Facilities**

## Purpose of Report

This report provides community feedback received in response to the consultation on the GR Bricker Reserve Pavilion Development and Master Plan Implementation project.

## 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 community consultation feedback in response to the GR Bricker Reserve pavilion redevelopment and master plan implementation project;
2. Endorse the pavilion concept as set out in Appendix 1 for the purpose of commencing detailed design and procurement;
3. Endorse the refurbishment of the cricket net facility within the existing location, as set out in Option 1;
4. Authorise officers to continue to work with the tenant club representatives to progress the pavilion redevelopment project, including detailed design and development of leasing/licensing arrangements for use of the facility; and
5. Note that $4.5M funding for the pavilion is included in the existing Capital Budget, consisting of $3M State Government funding and $1.5M Council contribution.

## 1. Executive Summary

Council received a funding commitment of $3M from the State Government in 2018 for the redevelopment of the pavilion facilities at GR Bricker Reserve, Moorabbin. The pavilion redevelopment supports the master plan for the reserve that was endorsed by Council in 2019.

The recent consultation period presented the community with the proposed pavilion development concept, provided an alternate option for the relocation of the cricket nets, and informed the community on the pending sports lighting installation on the oval.

The pavilion is designed to meet contemporary sporting code requirements, whilst providing flexible spaces to support the Clubs and the local community. Officers worked with the Clubs to develop a pavilion concept that suits the surrounding reserve whilst being inclusive, female friendly, cognisant of local residents, and an overall safe community space for all ages, genders, abilities and backgrounds.

The resulting concept plan released to the community for feedback through Your Kingston You Say from 1 July to 11 August 2021.

Throughout the consultation period, the community has shown support for improved pavilion facilities and the overall concept provided, with some concerns raised around potential noise generated from the space. This issue will be managed through detailed design and Club consultation.

The eventual location of the cricket nets is an area of concern for local residents due to visual impacts, noise, congestion and loss of open space and vegetation. All three potential options generated objections from residents. Following a detailed review of feedback received, and consultation with the Club and Cricket Victoria, it is believed that the refurbishment of the nets in the existing location is the best solution.

It is proposed to continue to work with the stakeholder group to progress the concepts for the pavilion, and the cricket nets through to detailed design and procurement, as well as proceeding with procurement of the sports lighting installation.

## 2. Background

During the 2018 election period, Council secured $3M in funding from the State Government to develop new pavilion facilities at GR Bricker, Moorabbin.

The pavilion upgrade forms part of a broader Master Plan improvement project, which was endorsed by Council at the 27 May 2019 Council Meeting, where Council resolved to:

1 *Note the consultation input and feedback received on the Draft GR Bricker Reserve Master Plan;*

2 *Adopt the GR Bricker Reserve (West) Master Plan;*

3 *Refer the funding for the implementation of the GR Bricker Reserve (West) Master Plan to the development of future Council budgets; and*

4 *Authorise the Chief Executive Officer to execute funding arrangements with the Victorian State Government for its $3M commitment towards the development of sports pavilion facilities at GR Bricker Reserve.*

The Reserve is home to a number of sporting and community Clubs who access the pavilion for their operational needs, this includes:

- Moorabbin Dog Obedience Club
- Omega Cricket Club
- Moorabbin Little Athletics Club
- Racing Rugby Club

In 2020, a Stakeholder Reference Group was created with representatives from each of the above groups, to provide input and feedback on the pavilion and overall master plan implementation. The group worked with Council officers to develop a shared vision and principles that ultimately guided an agreed pavilion concept plan that was prepared for community consultation.

The proposed concept plan includes a new fit for purpose pavilion with shared social room and supporting facilities that meet the needs of each tenant club. Supporting facilities include an adjoining storage shed, change facilities accessible from both the athletics track and the oval, a dedicated indoor/outdoor space for dog club activities, and public accessible toilets.

In addition to the pavilion development, Clubs have been consulted regarding planning for the implementation of the master plan projects, as endorsed by Council in 2019. Specifically, the car park extension, sports oval lighting installation and cricket nets redevelopment.

The car park design is as per the original master plan and previous consultation and is proceeding to procurement and implementation.

The Cricket Club however requested that Council reconsider the proposed layout of the cricket nets due to visibility concerns. Bowlers were finding it difficult to view the ball due to sun glare at sunset. Council's Open Space team also raised concerns over the removal of an established tree to achieve the master plan endorsed design.

The nets currently run in an east/west direction which is contrary to Cricket Australia (CA) guidelines, that suggest a north/south orientation as the preferred model for any new development to avoid issues with sun glare. Council considered several options for the relocation of the cricket nets, however given the limited available space within the reserve, there was just one location, in the south west corner of the reserve, identified that could accommodate the master plan endorsed 4 lane facility. Given the variation to the endorsed master plan, an alternate design in this location was prepared for the purpose of community consultation.

## 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 pavilion development and reserve improvements will provide the Moorabbin community with improved facilities that enable broader access to more residents and users. The new pavilion will include female friendly changerooms and universal access, enabling the clubs to grow and expand their participation rates, and in turn offering greater health and wellbeing opportunities for the community.

### 3.2 Consultation/Internal Review

3.2.1 Stakeholder Engagement

A Stakeholder Reference Group was created with members from the tenant clubs that currently utilise the facilities at the reserve.

The group participated in several facilitated sessions to bring the individual parties together, to help them understand community expectations for the reserve, and to determine the future usage needs for a new facility. These sessions resulted in an agreed vision and principles document.

This document formed the basis for the development of a concept plan for the upgrade of the facilities.

3.2.2 Community Consultation

The draft pavilion concept plan, sports lighting installation and proposed cricket net relocation, were released for community consultation, via Your Kingston Your Say, on Thursday 1 July and closed on Wednesday 11 August 2021.

The original consultation period was extended to the above date due to the 13 day COVID-19 lockdown order.

The aim of the consultation period was to present the draft pavilion concept plan and proposed relocation of the cricket nets to residents and the greater Moorabbin community, and to receive their feedback and input into the proposed development. It was also seen as an opportune time to inform nearby residents of the proposed sports lighting installation.

The following engagement activities were undertaken as part of the consultation process:

Your Kingston Your Say

The project was listed on the 'Your Kingston Your Say' webpage.

Consultation activities were promoted via an information bulletin direct mailed to approximately 1280 local residents, signage posted at the site, direct email to project subscribers, and promotion via the tenant Clubs.

The community was encouraged to have their say via phone, mail, email or through the survey listed on the webpage.

Community Information Session

In addition to the above, an in-person community information session was scheduled for Thursday 22 July 2021.

Due to a snap COVID-19 lockdown, the community information session was rescheduled to Wednesday 4 August 2021.

Consultation with Victoria Police

Due to previously reported incidents of antisocial behaviour at the reserve, Victoria Police was engaged on the proposed designs.

### 3.3 Operation and Strategic Issues

3.3.1 Community Engagement

Consultation into the draft pavilion concept plans, resulted in:

- 351 visits to the Your Kingston Your Say project page
- 166 downloads of the plans and vision and principles documents
- 27 surveys completed online and 8 in person
- Approximately 30 attendees at the community information session
- 9 direct emails
- 4 phone calls

Overall, the community was supportive of the proposed pavilion and shed upgrades with:

- 78% indicating support for the proposed pavilion plans
- 84% indicating support for the proposed sporting shed upgrade

The proposed cricket net relocation received 67% support, however there were several concerns raised over the eventual location of the nets.

The sports lighting for the oval received 65% support, with many respondents indicating they would only support the lighting if residential spill considerations were taken into account during design.

3.3.2 Summary of community consultation feedback

Community feedback indicated support for upgrades to the reserve, however the following key concerns were raised for consideration (refer Appendix 2 for detailed survey responses). The issues detailed below will be considered through the next stage and detailed design process. Also detailed below are several other areas of concern raised by residents that are not directly linked to the existing works program:

| Consultation Issues | # of Comments | Officers Comments |
|---|---|---|
| Concern over proposed cricket net's location (SW Corner).<br>Loss of only remaining open space<br>Loss of trees<br>Too close to residential properties<br>Noise for residents<br>Too far from pavilion | 10 | Location consulted on differs to the endorsed master plan (refer Section 4. Options).<br>This alternative was proposed to align with Cricket Australia's north/south preferred direction.<br>This option does result in loss of open space and tree removals. |
| Concern over proposed cricket net's remaining in existing location.<br>Too close to existing playground<br>Too close to pavilion<br>Noise for residents | 3 | Existing facilities require upgrade.<br>Existing location set back further from residential boundaries than the master plan endorsed option (Refer Section 4. Options).<br>Does not run north/south therefore would need to manage glare issues.<br>Substantial tree adjoining existing nets requires protection. |
| Oval lighting<br>Reduce impact on neighbouring properties | 5 | Lighting design will meet obtrusive lighting compliance. |
| Pathways<br>Do not remove path behind pavilion<br>Keep pathways away from residential properties | 5 | There was no proposed change to the existing pathway behind the pavilion, and the concept plans were updated to reflect this.<br>Feedback noted for future pathway designs throughout the reserve. |
| Potential noise from the expanded dog run at the rear of the pavilion | 4 | Dog run proposed in similar location to existing, however is longer.<br>Acoustic consultant to be engaged to consider noise mitigations options.<br>Consider alternative options for the proposed 4 external facing roller doors.<br>Work with the dog club on timing and usage of this space. |
| No public toilet facilities<br>Baby change facilities | 4 | Two accessible public toilets are proposed for the pavilion |

| Consultation Issues | # of Comments | Officers Comments |
|---|---|---|
| | | development and are indicated on the provided floor plan ACC 4&5. |
| Better lighting for the athletics track | 4 | The current priority projects do not include athletics track lighting.<br>Future lighting of the track will require adherence to IAAF standards for both community and club usage and will be considered at a future date.<br>Outdoor safety lighting for training pack-up in the athletics area will be provided within the pavilion design. |
| Noise from cricket club functions | 3 | Acoustic consultant to be engaged to consider mitigation options.<br>Club's venue management plan to include hours of use, outdoor space time frames and complaints processes. |
| Noise from late night usage of the pavilion's outdoor areas. | 3 | Club's venue management plan to consider an outdoor space curfew. |
| Safety lighting in and around the pavilion | 2 | Lighting plans for the pavilion will be developed during detailed design to ensure safety of users in and around the pavilion. |
| Antisocial behaviour in and around the facilities | 2 | To be taken into consideration when developing the pathway and lighting designs. |
| Storage shed too large | 2 | Shed is to replace the existing facility that is very run down and does not meet the needs of the Club.<br>Shed design will be cognisant of the neighbouring properties. |
| **Other feedback** | | |
| Loss of trees for car park works | 1 | Car park design endorsed in 2019 as part of the original master plan consultation.<br>Design has been adjusted to minimise tree removals. |
| Dangerous crossings along Rowan's Road | 2 | Council is monitoring these crossings and will continue to do so following the car park installation. |
| Lack of entry points in the oval fencing | 5 | Feedback noted. Oval fencing to be replaced as part of the master plan implementation. |
| Improvements to the playground<br>More equipment | 4 | The existing playground is to be retained. |

| Consultation Issues | # of Comments | Officers Comments |
|---|---|---|
| Fence around playground<br>Move away from houses | | Feedback noted for future planning. |
| Fencing improvements throughout the reserve.<br>Cars driving onto green spaces<br>Bikes accessing the athletics track<br>Safety | 2 | Feedback noted. Fencing improvements to be implemented during future works. Signage also to be installed to prevent bikes using athletics track. |

3.3.3 Summary of feedback from Victoria Police

Victoria Police was engaged to review the proposed plans from a Crime Prevention Through Environmental Design (CPTED) perspective. Following a review of the plans and a site visit, they provided the following feedback for consideration during detailed design:

- Encourage good sightlines for the facility social room towards the car park and from the road;
- Ensure BBQ facilities do not sit too closely to roof lines, encouraging climbing onto the roof;
- Consider locks for the change rooms during matches to prevent theft of unattended valuables;
- Lighting and vegetation to be considered around entry points and alcoves;
- Large windows to have scratch resistant surfaces; and
- Rear laneway at the back of the reserve is an area of concern. It is extremely dark with limited exit opportunities. Consider lighting options, or the reduction/removal of the fencing between the lane way and the athletics track.

The items above have been sent to the consulting architect for consideration in the detailed design.

## 4. Options

### 4.1 Cricket Nets Positioning

4.1.1 Option 1 – Retain the cricket nets within the existing location **(recommended)**

Retaining the cricket nets in the existing location will result in the least impact to open space and vegetation. The nets will still require a complete upgrade. The following considerations are noted for this option:

- No loss of trees. The existing tree adjoining the nets can be protected during upgrade works.
- Minimise loss of open space. By utilising the oval for the run-up, less additional open space is required. Moving the lanes away from the tree and the installation of the master plan approved fourth lane will result in some loss of open space towards the pavilion.
- Proximity of facility to residential properties. There has been some feedback from residents objecting to the nets being retained in the existing location due to noise and congestion of facilities.
- Nets will run in an east/west direction, contrary to Cricket Australia guidelines. Cricket Victoria have indicated these guidelines refer to new builds only and not the refurbishment of existing facilities. The installation of shading and or lighting is being considered to help address sun glare during sunset.

4.1.2 Option 2 – Relocation of the cricket nets to the master plan endorsed location

The endorsed master plan (refer Appendix 3) proposes the nets be relocated off the sports oval completely, however in a similar location to the existing facility. The following considerations are noted for this option:

- Loss of one (1) tree. Parks have indicated this tree is in good condition and presents significant value to the reserve.
- Some loss of open space. Removing the run up from the oval along with the approved fourth lane will encroach further on existing open space.
- Proximity of facility to residential properties. There has been significant feedback from residents objecting to the nets being close to their properties due to noise and visual impact.
- Nets will run in an east/west direction, contrary to CA guidelines for new construction. The installation of shading and or lighting is being considered to help address sun glare during sunset.

4.1.3 Option 3 – Relocate the cricket nets to the SW corner of the reserve

The relocation of the cricket nets to the SW corner of the reserve was identified as the most viable option for meeting the Cricket Australia (CA) guidelines for a north/south directional facility. This option was presented during the recent community consultation (refer Appendix 3). The following considerations are noted for this option:

- Loss of an estimated six (6) trees. The option proposed was designed to minimise the impact on the most established trees.
- Significant loss of open space. This section of the reserve is currently utilised for passive recreation and provides the largest section of open space for users.
- Proximity of facility to residential properties. There has been significant feedback from residents objecting to the nets being close to their properties due to noise, visual impact and loss of space.
- Nets will run in a north/south direction as per the CA guidelines; however, the facility is a long way away from the pavilion.

## 5. Conclusion

Following a thorough consultation process, the community has indicated support for the redevelopment of the pavilion and shed facilities. Concerns raised by residents, detailed above, will be reviewed through detailed design, including the engagement of an acoustic consultant. The tenant Clubs will also be engaged in discussions and the development of a venue management plan for minimising excessive noise generated from out of hours activities, and dog run usage.

The oval sports lighting will be designed with modern LED technology, to meet obtrusive lighting compliance. This will ensure minimal impact on surrounding residents. The Clubs will also be directed to adhere to agreed usage arrangements.

The proposed location of the cricket net facility received significant feedback and conflicting opinions. Following a review of the three options detailed above, it is recommended to retain the nets in their existing location, minimising the impact on open space and vegetation. Pending further advice regarding the Tree Protection Zone (TPZ), the fourth lane will be installed, increasing programming opportunities for the Club. The installation of shading and or lighting is being considered to help address sun glare during sunset.

Engagement with the stakeholder reference group will continue through detailed design and residents will be updated on the progress of works.

### 5.1 Environmental Implications

The pavilion redevelopment and cricket net refurbishment are proposed for the same footprint as the existing facilities, minimising the impact on existing vegetation. Building design would be undertaken in line with Kingston's Environmentally Sustainable Design for Community Buildings Policy, minimising carbon emissions and energy consumption across the life cycle of the building.

The proposed concept design takes advantage of the positioning of the building, with additional glazing to increase natural light within the social room facility.

### 5.2 Social Implications

Council seeks to achieve facilities that provide opportunities for Club growth and increased participation, which will deliver strong health and wellbeing benefits to the community. Including multi-purpose spaces within the pavilions also increases opportunities for use for a variety of community groups.

### 5.3 Resource Implications

Pavilion Development

Council's contribution to the GR Bricker pavilion development, combined with SRV funding has been included in the existing Capital Program as detailed below:

| Project | Estimated Project Cost | SRV Funding | Council Funding |
|---|---|---|---|
| GR Bricker Pavilion | $4.5M | $3M | $1.5M |

Initial cost plans indicate that the proposed pavilion concept falls within the funding available in Kingston's existing capital program.

Given the current heightened construction market in response to significant government stimulus funding for construction projects, together with supply delays on certain building products, there is potential cost and time risk to the pavilion project.

The appointed architect will be tasked with considering value management options through detailed design with the aim of refining costs to meet the needs of the Club and the available budget.

Sports Lighting

The sports lighting project falls within the jointly funded 'Lighting up Active Kingston' stimulus fund, in which Council and the State Government ($2.5M) have committed to the completion of 10 sports lighting projects across the municipality.

Cricket Nets and Storage Shed

The cricket net refurbishment costs and the replacement storage shed both fall within the available funding for the GR Bricker Master Plan budget ($1.36M total budget).

### 5.4 Legal / Risk Implications

For the pavilion development, Council will be required to enter into a funding agreement with Sport and Recreation Victoria (SRV), with specified milestones attached to the allocation of State Government funding. Council will work with SRV to ensure appropriate, achievable milestones are agreed to as part of the agreement finalisation.

## Appendices

Appendix 1 - GR Bricker Reserve Pavilion Concept Plan (Ref 21/198408)

Appendix 2 - Survey Responses Report - GR Bricker Reserve Pavilion (Ref 21/198413)

Appendix 3 - GR Bricker Reserve - Cricket Net Location Options (Ref 21/198368)

| | |
|---|---|
| Author/s: | Kim Forbes, Strategic Coordinator Leisure Facilities |
| Reviewed and Approved By: | Bridget Draper, Manager, Active Kingston |
| | Samantha Krull, General Manager City Assets and Environment |

# 10.8

# GR BRICKER RESERVE PAVILION DEVELOPMENT AND MASTER PLAN IMPLEMENTATION - COMMUNITY CONSULTATION OUTCOMES


**1 GR Bricker Reserve Pavilion Concept Plan ..... 413**
**2 Survey Responses Report - GR Bricker Reserve Pavilion ..... 425**
**3 GR Bricker Reserve - Cricket Net Location Options ..... 461**

| SHEET LIST | |
|---|---|
| SHEET | NAME |
| A0001 | COVER SHEET |
| A1003 | SITE PLAN |
| A1008 | FLOOR PLAN |
| A1009 | SECTIONS |
| A1010 | ELEVATIONS |
| A1011 | ENTRY PERSPECTIVE |
| A1013 | INTERNAL MP PERSPECTIVE |

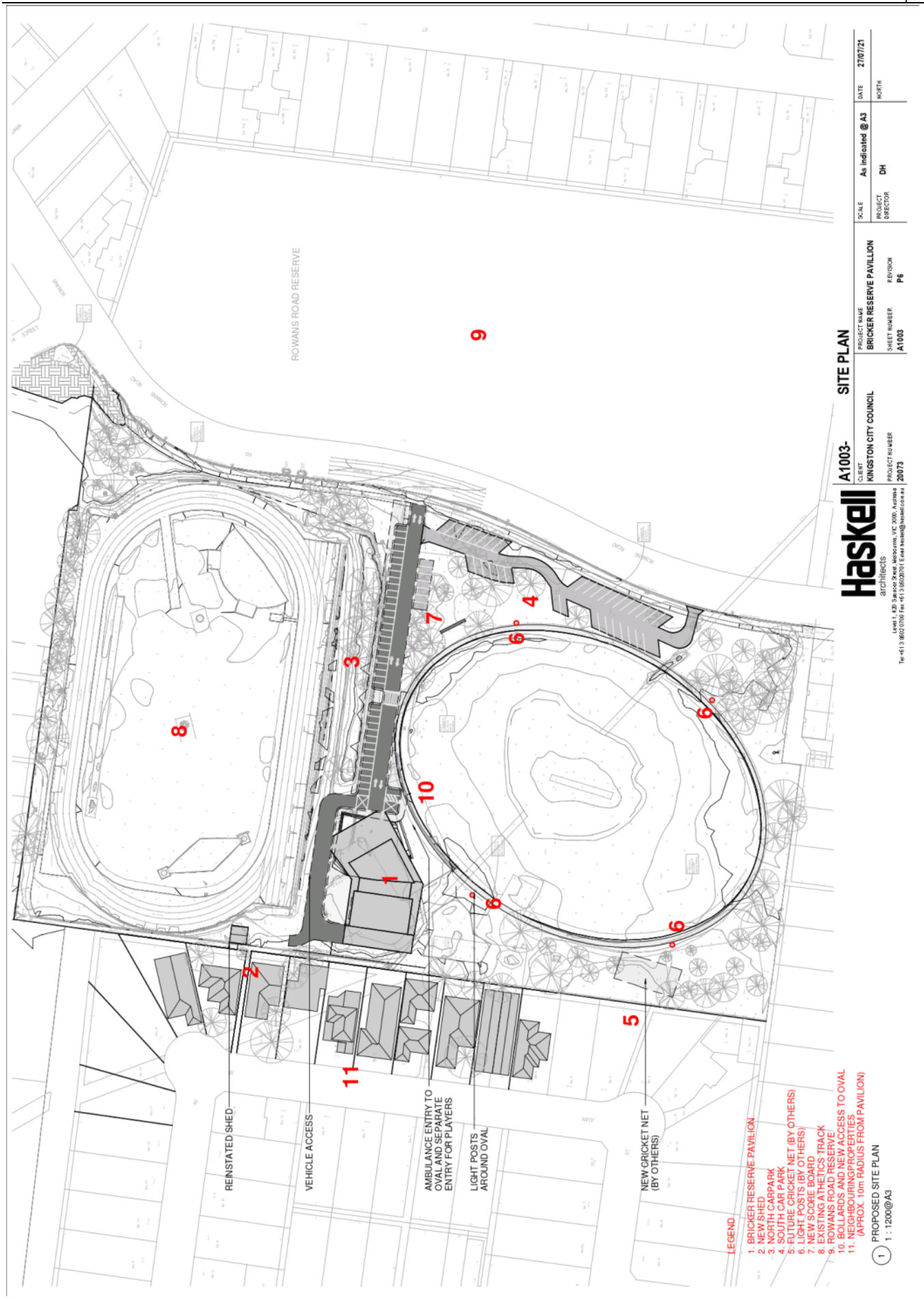


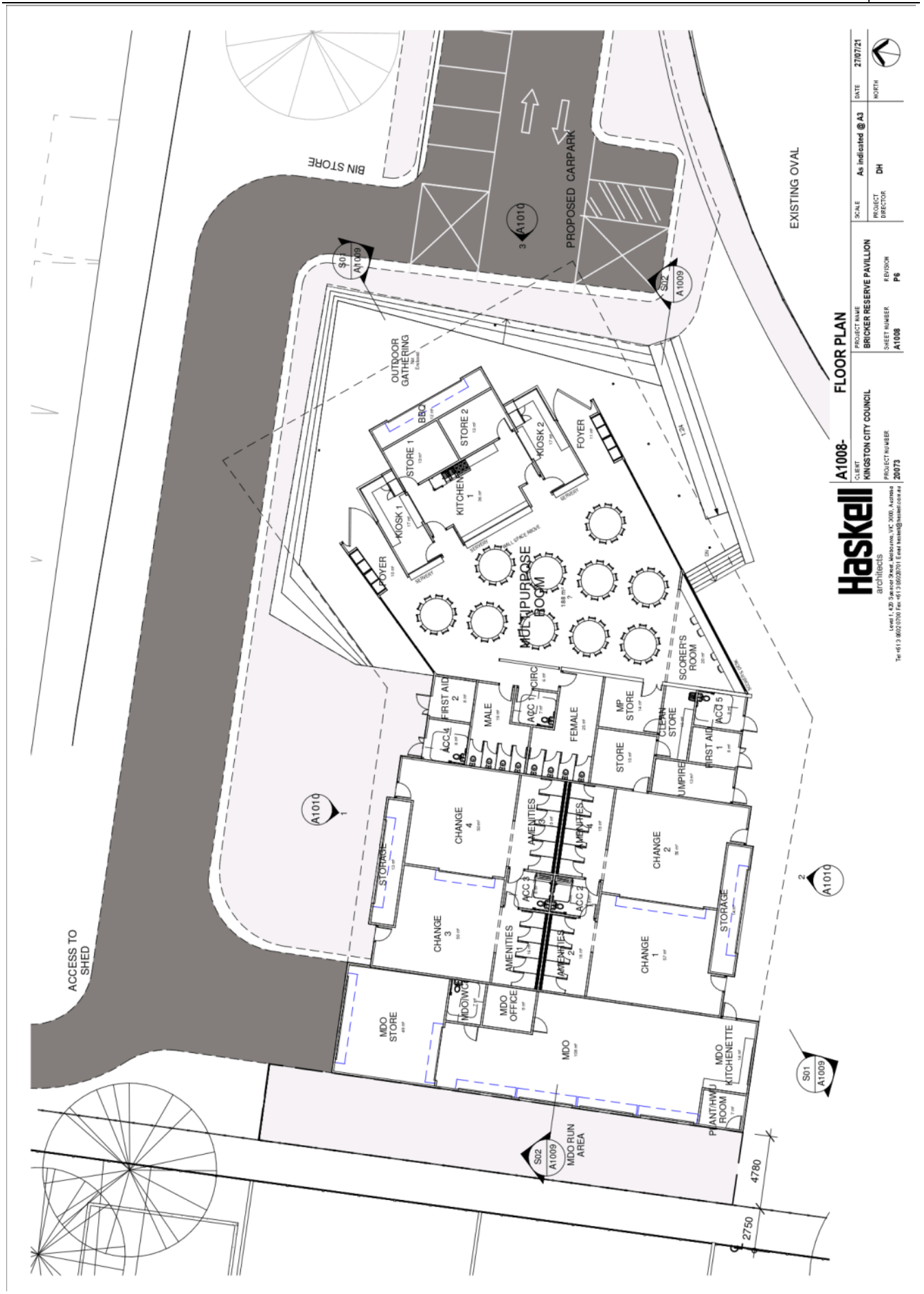
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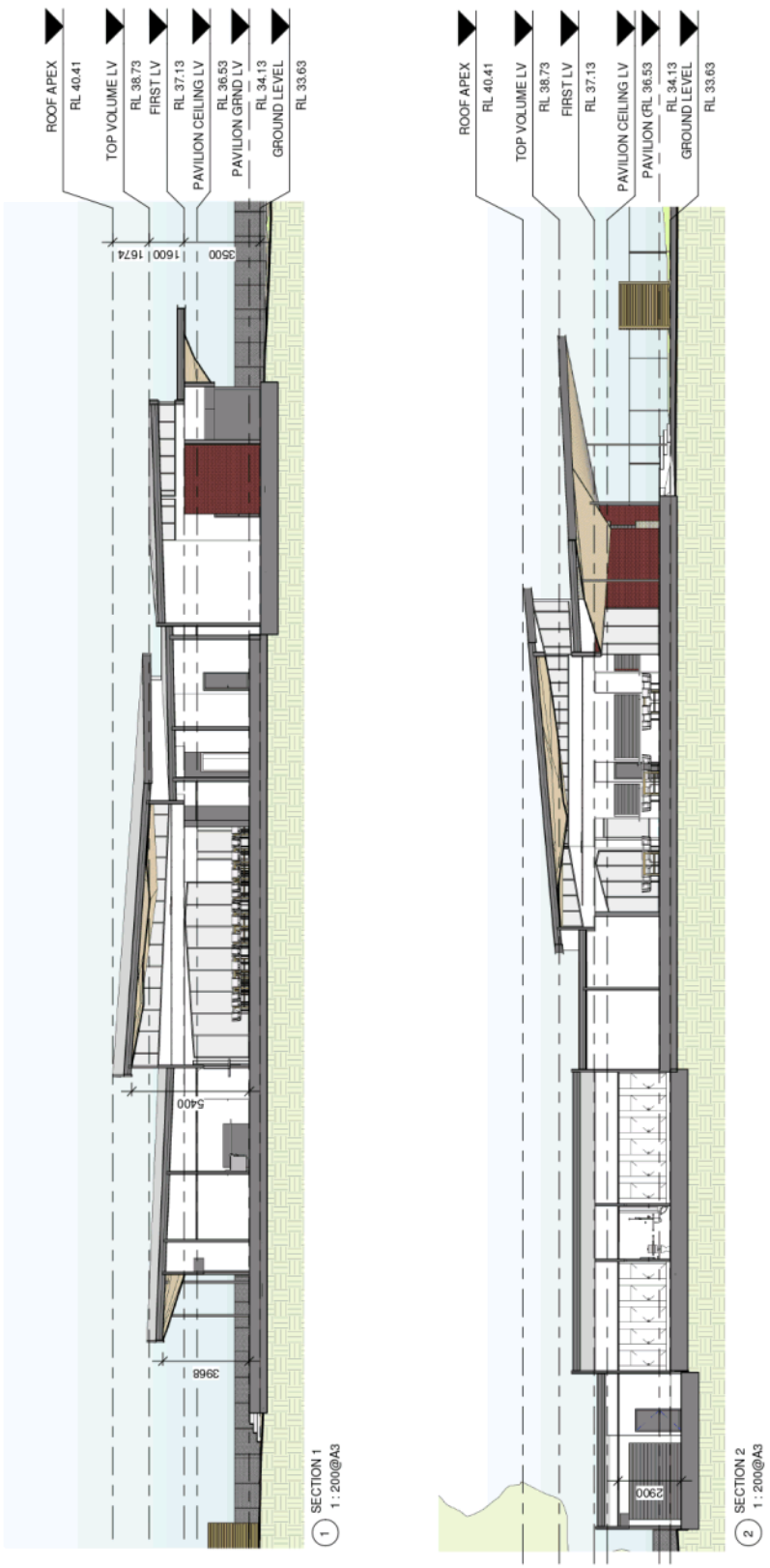
Haskell
architects
Level 1, 420 Spencer Street, Melbourne, VIC 3000, Australia
Tel +61 3 9602 0700 Fax +61 3 96020701 Email haskell@haskell.com.au

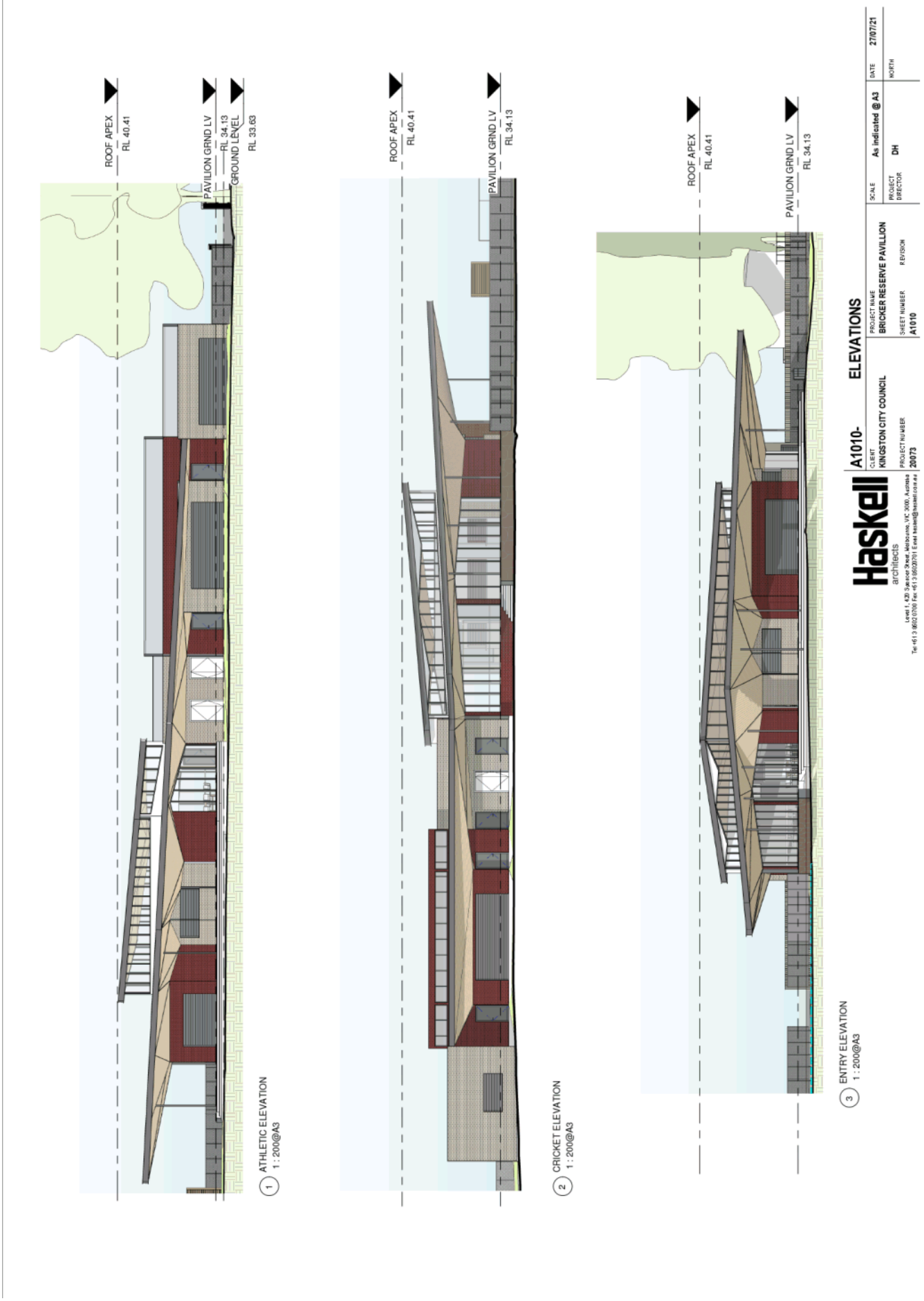
A0001- COVER SHEET

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| PROJECT NUMBER | SHEET NUMBER | REVISION | PROJECT DIRECTOR | | NORTH |
| 20073 | A0001 | P6 | DH | | |


ROWANS ROAD RESERVE
REINSTATED SHED
VEHICLE ACCESS
AMBULANCE ENTRY TO OVAL AND SEPARATE ENTRY FOR PLAYERS
LIGHT POSTS AROUND OVAL
NEW CRICKET NET (BY OTHERS)
LEGEND
1. BRICKER RESERVE PAVILION
2. NEW SHED
3. NORTH CARPARK
4. SOUTH CAR PARK
5. FUTURE CRICKET NET (BY OTHERS)
6. LIGHT POSTS (BY OTHERS)
7. NEW SCORE BOARD
8. EXISTING ATHETICS TRACK
9. ROWANS ROAD RESERVE
10. BOLLARDS AND NEW ACCESS TO OVAL
11. NEIGHBOURINGPROPERTIES (APPROX. 10m RADIUS FROM PAVILION)
1 PROPOSED SITE PLAN
1 : 1200@A3
Haskell
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A1003-
SITE PLAN
CLIENT
KINGSTON CITY COUNCIL
PROJECT NUMBER
20073
PROJECT NAME
BRICKER RESERVE PAVILLION
SHEET NUMBER
A1003
REVISION
P6
SCALE
As indicated @ A3
PROJECT DIRECTOR
DH
DATE
27/07/21
NORTH

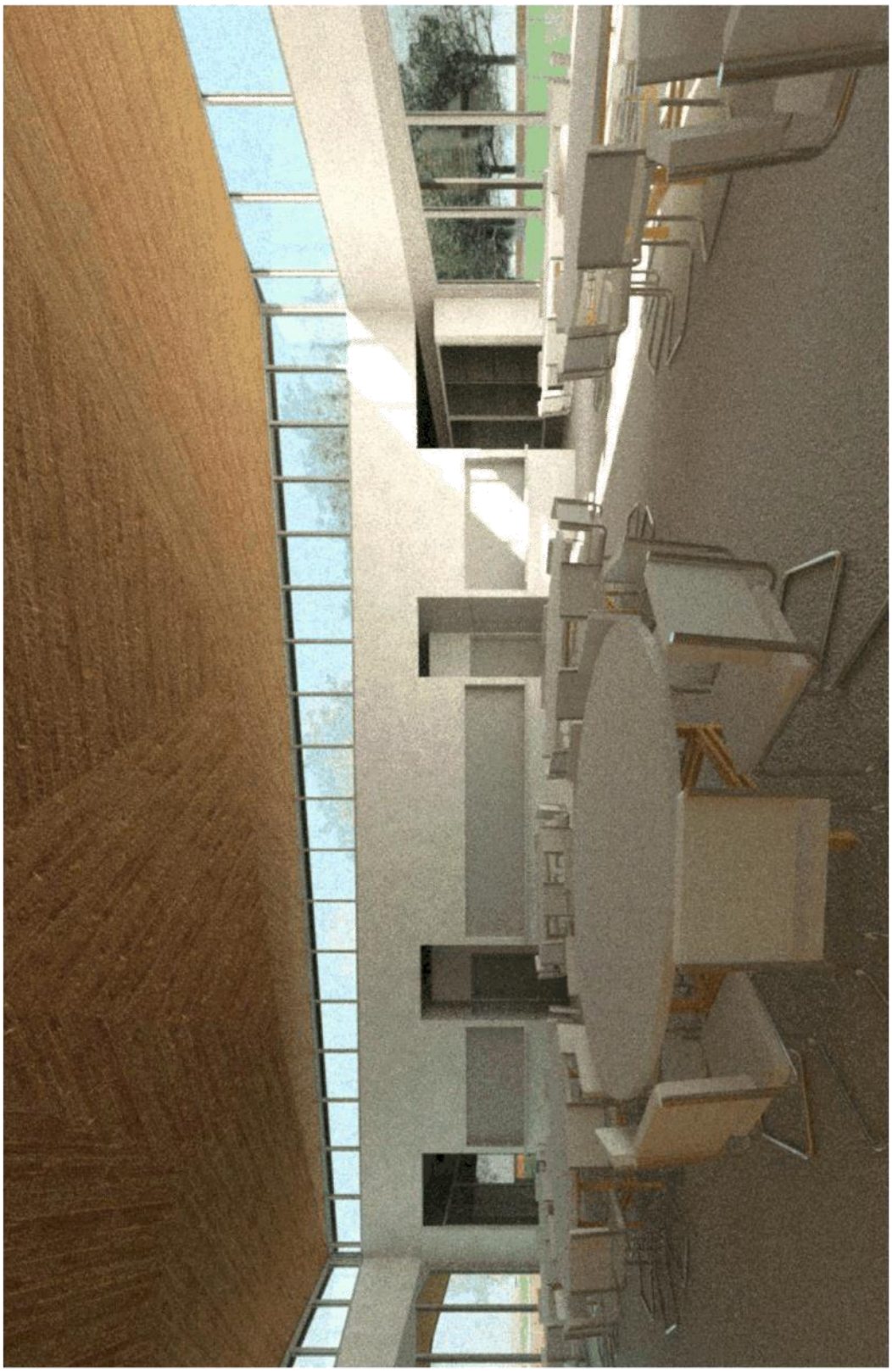

A1008- FLOOR PLAN
Haskell
architects
CLIENT KINGSTON CITY COUNCIL
PROJECT NAME BRICKER RESERVE PAVILLION
SCALE As indicated @ A3
DATE 27/07/21
PROJECT DIRECTOR DH
NORTH
SHEET NUMBER A1008
REVISION P6
PROJECT NUMBER 20073
PROPOSED CARPARK
EXISTING OVAL
BIN STORE
ACCESS TO SHED
OUTDOOR GATHERING
BBQ
STORE 1
STORE 2
KITCHEN 1
KIOSK 1
KIOSK 2
FOYER
MULTIPURPOSE ROOM
SCORER'S ROOM
FIRST AID 2
MALE
FEMALE
ACC 4
ACC 3
ACC 2
ACC 1
ACC 5
MP STORE
CLEAN STORE
UMPIRE
FIRST AID 1
STORAGE
CHANGE 4
CHANGE 3
CHANGE 2
CHANGE 1
AMENITIES 3
AMENITIES 4
AMENITIES 1
AMENITIES 2
MDO STORE
MDO WC
MDO OFFICE
MDO
MDO KITCHENETTE
PLANT/HWU ROOM
MDO RUN AREA
4780
2750


ROOF APEX
RL 40.41
TOP VOLUME LV
RL 38.73
FIRST LV
RL 37.13
PAVILION CEILING LV
RL 36.53
PAVILION GRND LV
RL 34.13
GROUND LEVEL
RL 33.63
1674
1600
3500
5400
3968
SECTION 1
1 : 200@A3
ROOF APEX
RL 40.41
TOP VOLUME LV
RL 38.73
FIRST LV
RL 37.13
PAVILION CEILING LV
PAVILION GRL 36.53
RL 34.13
GROUND LEVEL
RL 33.63
2900
SECTION 2
1 : 200@A3
Haskell
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Level 1, 420 Spencer Street, Melbourne, VIC 3000, Australia
Tel +61 3 9602 0700 Fax +61 3 9602 0701 Email haskell@haskell.com.au
A1009-
SECTIONS
CLIENT
KINGSTON CITY COUNCIL
PROJECT NUMBER
20073
PROJECT NAME
BRICKER RESERVE PAVILION
SHEET NUMBER
A1009
REVISION
SCALE
As indicated @ A3
PROJECT DIRECTOR
DH
DATE
27/07/21
NORTH


ROOF APEX
RL 40.41
PAVILION GRND LV
RL 34.13
GROUND LEVEL
RL 33.63
1 ATHLETIC ELEVATION
1 : 200@A3
ROOF APEX
RL 40.41
PAVILION GRND LV
RL 34.13
2 CRICKET ELEVATION
1 : 200@A3
ROOF APEX
RL 40.41
PAVILION GRND LV
RL 34.13
3 ENTRY ELEVATION
1 : 200@A3
Haskell
architects
A1010-
ELEVATIONS
CLIENT
KINGSTON CITY COUNCIL
PROJECT NUMBER
20073
PROJECT NAME
BRICKER RESERVE PAVILLION
SHEET NUMBER
A1010
REVISION
SCALE
As indicated @ A3
PROJECT DIRECTOR
DH
DATE
27/07/21
NORTH

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| A1011- | ENTRY PERSPECTIVE | | | |
|---|---|---|---|---|
| CLIENT: KINGSTON CITY COUNCIL | PROJECT NAME: BRICKER RESERVE PAVILLION | SCALE: As indicated @ A3 | DATE: 27/07/21 | |
| PROJECT NUMBER: 20073 | SHEET NUMBER: A1011 REVISION: | PROJECT DIRECTOR: DH | NORTH | |



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A1013- INTERNAL MP PERSPECTIVE

CLIENT: KINGSTON CITY COUNCIL
PROJECT NUMBER: 20073
PROJECT NAME: BRICKER RESERVE PAVILLION
SHEET NUMBER: A1013
REVISION:
SCALE: As indicated @ A3
PROJECT DIRECTOR: DH
DATE: 27/07/21
NORTH

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# BRICKER RESERVE PAVILLION

117 Rowans Road, Moorabbin VIC 3189

20073-ARCHITECTURAL DRAWINGS

| SHED DRAWING SCHEDULE | |
|---|---|
| NUMBER | NAME |
| S1001 | SHED COVER SHEET |
| S1009 | SHED SITE PLAN |
| S1010 | SHED DEMOLITION PLAN |
| S1011 | SHED FLOOR PLAN |
| S1013 | SHED DETAILS |

## SCOPE OF WORKS

GENERAL

- CONSTRUCTION OF SHED INCLUDING FIXTURES, FITTINGS, STORM WATER DRAINAGE AND RECONNECTION TO EXISTING DRAINAGE SYSTEMS.

ELECTRICAL

- ELECTRICAL ITEMS TO BE PROVIDED AND CERTIFIED TO THE RELEVANT AUSTRALIAN STANDARDS AND REGULATIONS AS PER THE PROJECT SPECIFICATION
  1. PROVIDE SMALL DISTRIBUTION BOARD FOR SHED RELATED ELECTRICAL INFRASTRUCTURE INSTALLED ADJACENT TO ENTRY DOOR
  2. CONNECT NEW ELECTRICAL WORKS TO EXISTING SUPPLY FROM EXISTING PAVILION (NOTE PAVILION TO BE DEMOLISHED)
  3. 4 NO DOUBLE SOCKET GPO'S INTERNALLY
  4. LEAD IN WORKS REQUIRED FOR FUTURE SWIPE CARD READER INSTALL (MAIN WORKS AS PART OF PROPOSED PAVILION WORKS)
  5. CONNECTION OF ROLLER SHUTTER DOOR MOTOR TO ELECTRICAL SUPPLY
  6. 1 NO IP65 RATED WALL MOUNT LIGHT EXTERNALLY ADJACENT TO DOOR.
     https://www.pierlite.com.au/products/exterior/mini-double-tondo-led-wall-light
  7. 2 NO BATTEN MOUNT LED FITTINGS INTERNALLY
     https://www.pierlite.com.au/products/interior/iris-led-linear-surface-mount

REFER TO PROPOSED FLOOR PLANS FOR LOCATIONS AND EXTENT

NOTE: BUILDER IS TO SUPPLY ALL BUILDING PERMITS REQUIRED TO COMPLETE THE ABOVE WORKS

| | | | |
|---|---|---|---|
| T1 | TENDER ISSUE | RF | 14/07/21 |

NOTE:
ANY ERRORS, OMISSIONS OR DISCREPANCIES IN THIS DRAWINGS, NOTATIONS OR DIMENSIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION PRIOR TO WORKS COMMENCING

DO NOT SCALE FROM DRAWINGS

ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH SPECIFICATIONS AND ENGINEERS DRAWINGS

THESE DRAWINGS SHOW ONLY THE EXTENT OF THE WORKS. THE CONTRACTOR SHOULD INSPECT THE SITE AND ALLOW FOR ALL ASSOCIATED WORKS NECESSARY TO PROVIDE AN INSTALLATION THAT CONFORMS TO THIS DRAWING

THE CONTRACTOR IS TO ALLOW FOR THE INSTALLATION OF ALL ELECTRICAL EQUIPMENT SHOWN. THIS SHOULD INCLUDE THE PROVISION OF ADDITIONAL MAINS, SWITCHGEAR AND CIRCUITRY AS NECESSARY

ALL EXISTING CONDITION DRAWINGS ARE BASED ON A PRELIMINARY BUILDING SURVEY

THE CONTRACTOR IS ASKED TO INSPECT THE SITE AND INFORM THE ARCHITECT OF ANY POTENTIAL DISCREPANCY BETWEEN THE EXISTING CONDITIONS AND THE DRAWINGS

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BUILDING SURVEYOR

QUANTITY SURVEYOR

CIVIL ENGINEER

TENDER ISSUE

Client
KINGSTON CITY COUNCIL

Project
BRICKER RESERVE PAVILLION

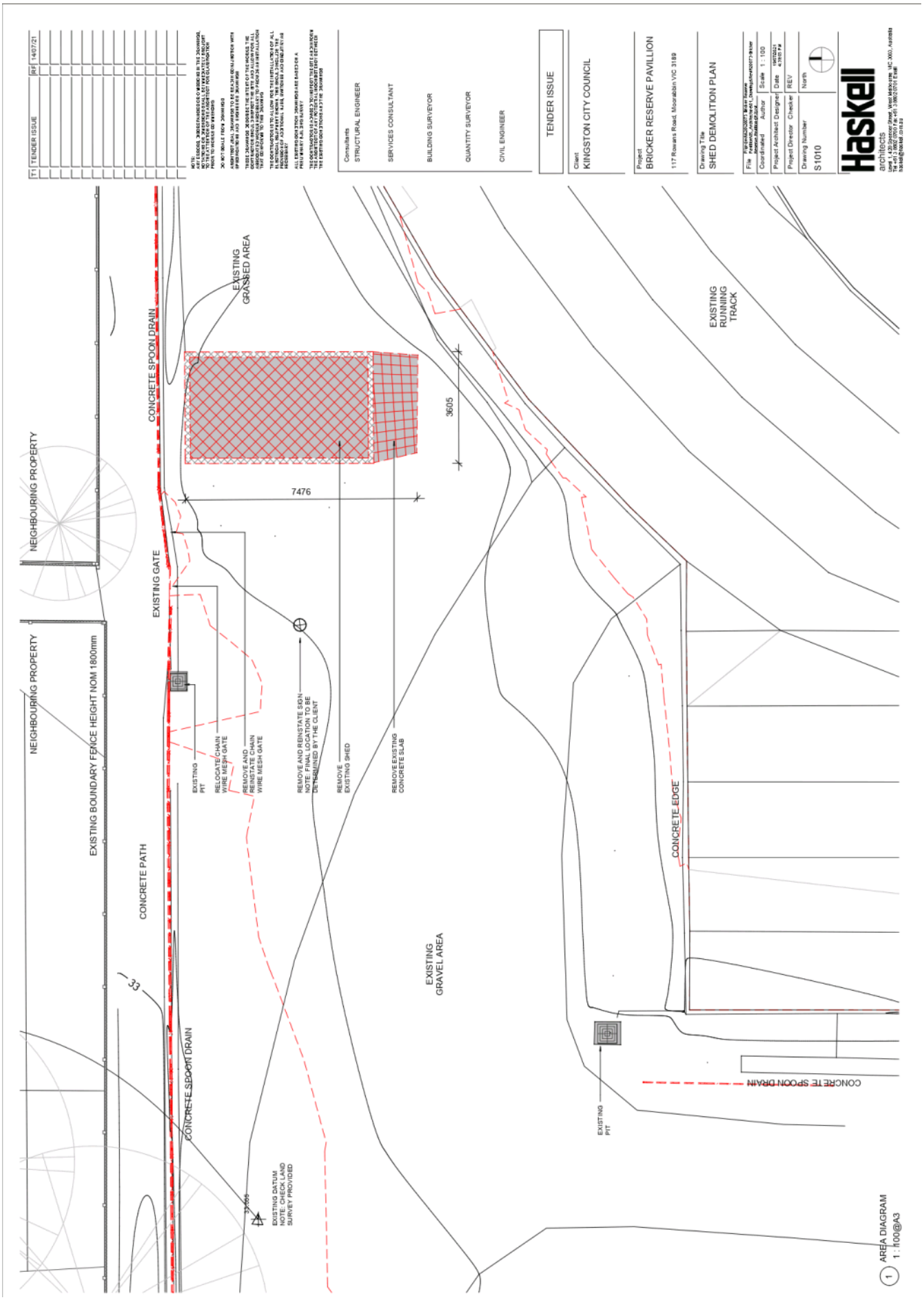
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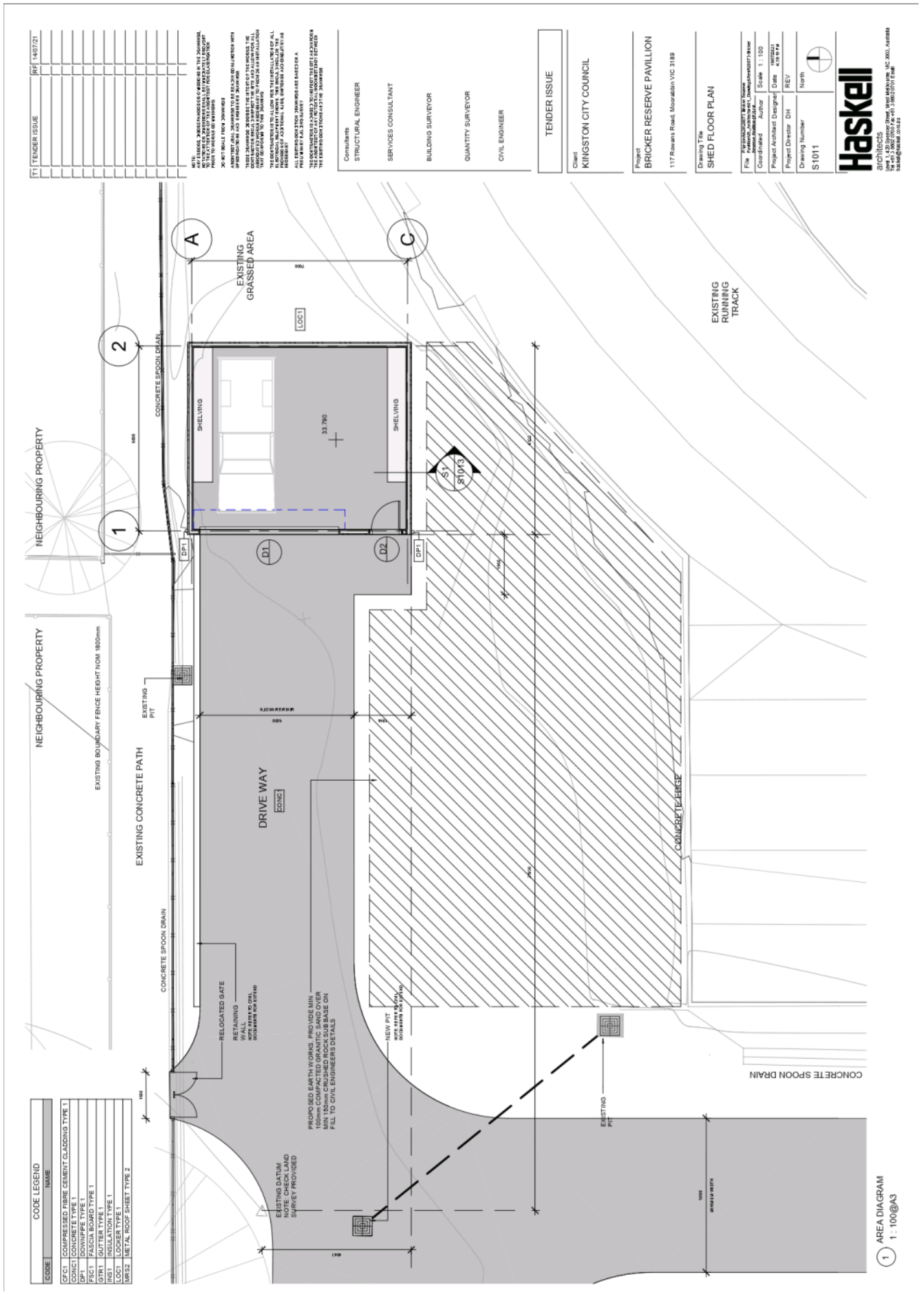
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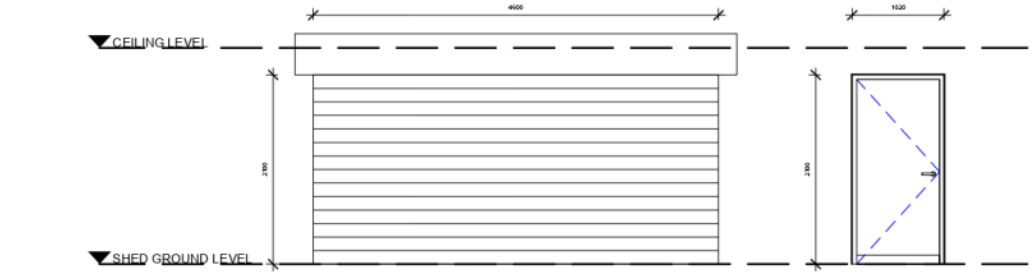
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| Project Director DH | REV |
| Drawing Number S1001 | North |

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Level 1, 420 Spencer Street, West Melbourne VIC 3003, Australia
Tel +61 3 9602 0700 Fax +61 3 9602 0701 Email haskell@haskell.com.au


T1 TENDER ISSUE RF 14/07/21
TENDER ISSUE
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SERVICES CONSULTANT
BUILDING SURVEYOR
QUANTITY SURVEYOR
CIVIL ENGINEER
Client
KINGSTON CITY COUNCIL
Project
BRICKER RESERVE PAVILLION
117 Rowans Road, Moorabbin VIC 3189
Drawing Title
SHED SITE PLAN
Scale 1 : 500
Date
Project Architect KB
Project Director DH
REV
Drawing Number
S1009
North
Haskell
architects
EXISTING RUNNING TRACK
EXISTING CARPARK
EXISTING OVAL
NEW SHED (SHADED)
FUTURE WORKS BRICKER RESERVE PAVILION
JOAN STREET
EXISTING BUILDING
1 PROPOSED SHED SITE PLAN
1 : 500@A3

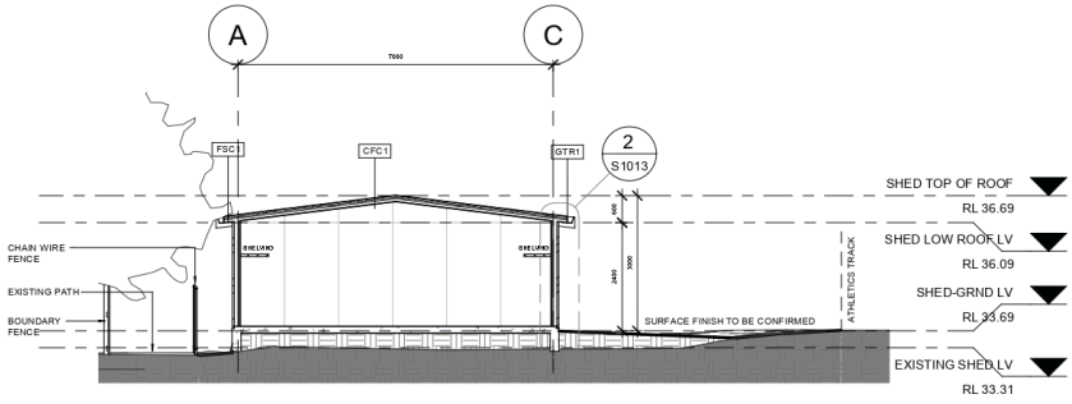

T1 TENDER ISSUE RF 1407/21
TENDER ISSUE
Consultants
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SERVICES CONSULTANT
BUILDING SURVEYOR
QUANTITY SURVEYOR
CIVIL ENGINEER
Client
KINGSTON CITY COUNCIL
Project
BRICKER RESERVE PAVILLION
117 Rowans Road, Moorabbin VIC 3189
Drawing Title
SHED DEMOLITION PLAN
Scale 1 : 100
Drawing Number
S1010
Haskell
architects
NEIGHBOURING PROPERTY
EXISTING BOUNDARY FENCE HEIGHT NOM 1800mm
NEIGHBOURING PROPERTY
CONCRETE SPOON DRAIN
EXISTING GRASSED AREA
EXISTING GATE
7476
3605
EXISTING RUNNING TRACK
CONCRETE PATH
EXISTING PIT
RELOCATE CHAIN WIRE MESH GATE
REMOVE AND RELOCATE CHAIN WIRE MESH GATE
REMOVE AND REINSTATE SIGN NOTE: FINAL LOCATION TO BE DETERMINED BY THE CLIENT
REMOVE EXISTING SHED
REMOVE EXISTING CONCRETE SLAB
CONCRETE EDGE
EXISTING GRAVEL AREA
CONCRETE SPOON DRAIN
EXISTING PIT
CONCRETE SPOON DRAIN
EXISTING DATUM NOTE: PROVISIONAL SURVEY PROVIDED
33
AREA DIAGRAM
1 : 100@A3


T1 TENDER ISSUE RF 1407/21
TENDER ISSUE
Consultants
STRUCTURAL ENGINEER
SERVICES CONSULTANT
BUILDING SURVEYOR
QUANTITY SURVEYOR
CIVIL ENGINEER
Client
KINGSTON CITY COUNCIL
Project
BRICKER RESERVE PAVILLION
117 Rowans Road, Moorabbin VIC 3189
Drawing Title
SHED FLOOR PLAN
Drawing Number
S1011
Haskell
architects
CODE LEGEND
CODE NAME
CFC1 COMPRESSED FIBRE CEMENT CLADDING TYPE 1
CONC1 CONCRETE TYPE 1
DP1 DOWNPIPE TYPE 1
FSC1 FASCIA BOARD TYPE 1
GTR1 GUTTER TYPE 1
LOC1 LOCKER TYPE 1
LOC1 LOCKER TYPE 1
MRS2 METAL ROOF SHEET TYPE 2
NEIGHBOURING PROPERTY
EXISTING BOUNDARY FENCE HEIGHT NOM 1800mm
EXISTING CONCRETE PATH
CONCRETE SPOON DRAIN
EXISTING GRASSED AREA
EXISTING RUNNING TRACK
DRIVE WAY
CONC1
CONCRETE EDGE
SHELVING
LOC1
D1
D2
DP1
S1
S1013
RELOCATED GATE
RETAINING WALL
PROPOSED EARTH WORKS. PROVIDE MIN 100mm COMPACTED GRANITIC SAND OVER MIN 150mm CRUSHED ROCK SUB BASE ON FILL TO CIVIL ENGINEERS DETAILS
EXISTING DATUM NOTE: CHECK LAND SURVEY PROVIDED
NEW PIT
EXISTING PIT
1 AREA DIAGRAM
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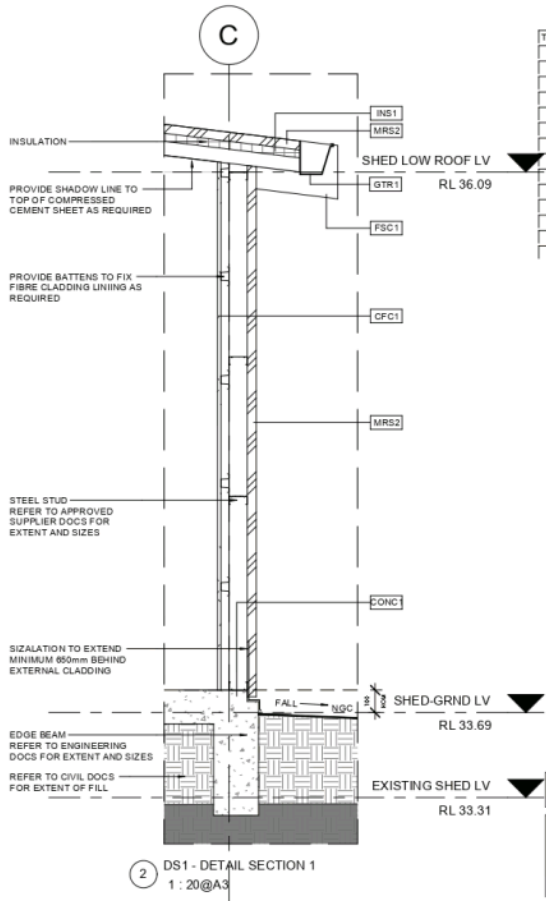



DOOR TYPE 1
SCALE 1:50

DOOR TYPE 2
SCALE 1:50




1 SHED SECTION 1
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2 DS1 - DETAIL SECTION 1
1 : 20@A3

| | | |
|---|---|---|
| T1 | TENDER ISSUE | RF 14/07/21 |

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DO NOT SCALE FROM DRAWINGS

ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH SPECIFICATIONS AND ENGINEERS DRAWINGS

THESE DRAWINGS, DOORSET THE INTENT OF THE WORKS. THE CONTRACTOR SHALL INSPECT THE SITE AND ALLOW FOR ALL ASSOCIATED WORKS NECESSARY TO PROVIDE AN INSTALLATION THAT CONFORMS TO THESE DRAWINGS

THE CONTRACTOR IS TO ALLOW FOR THE INSTALLATION OF ALL ELECTRICAL EQUIPMENT SHOWN. THIS SHALL INCLUDE THE PROVISION OF ADDITIONAL RAISE SWITCHES AND CIRCUITRY AS NECESSARY

ALL EXISTING CONDITION DRAWINGS ARE BASED ON A PRELIMINARY FEATURE SURVEY

THE CONTRACTOR IS ADVISED TO INSPECT THE SITE AND UNDERSTAND THE ARCHITECT OF ANY POTENTIAL MISCONCEPTIONS BETWEEN THE EXISTING CONDITIONS AND THE DRAWINGS

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STRUCTURAL ENGINEER
SERVICES CONSULTANT
BUILDING SURVEYOR
QUANTITY SURVEYOR
CIVIL ENGINEER

TENDER ISSUE

Client
KINGSTON CITY COUNCIL

Project
BRICKER RESERVE PAVILLION
117 Rowans Road, Moorabbin VIC 3189

Drawing Title
SHED DETAILS

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| Project Director | DH | REV | |
| Drawing Number | S1013 | North | |

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Tel +61 3 9602 0700 Fax +61 3 9602 0701 Email haskell@haskell.com.au

SHED MATERIAL SCHEDULE

| CODE | NAME | DESCRIPTION | COMMENTS | MANUFACTURER | URL |
|---|---|---|---|---|---|
| CFC1 | COMPRESSED FIBRECEMENT SHEET TYPE 1 | COMPRESSED FIBRECEMENT SHEET TYPE 1<br>CODE: 400081<br>COL/FIN: PNT1<br>SIZE: 2400x1200 | INSTALL SHEET TO LOCATIONS SHOW ON ARCHITECTURAL DRAWINGS. ANY INTERFERENCE WITH THE RECOMMENDED ELEMENTS THE ARCHITECTECTURAL DOCUMENTS SHALL BE INFORMED PRIOR TO PROCUREMENT DURING TENDER OR PRIOR TO CONSTRUCTION WHEN IN CONTRACT ADMIN PROGRESS.PROVIDE SHADOW LINE BETWEEN THE TOP OF THE SHEET AND THE CEILING LINING. | CSR LIMITED<br>A: 159 WELLINGTON ROAD, CLAYTON VIC 3168 | |
| CONC1 | CONCRETE TYPE 1 | ADDITIVE: CLEAR CONCRETE AS PER CCS SPECS<br>FINISH: BROOM FINISH<br>SEALER: CCS STREETSCAPE SEALER MATT OR SIMILAR APPROVED<br><br>NOTE: REFER TO ARCHITECTURAL DRAWINGS FOR EXTENT | INSTALL CONCRETE AS PER MANUFACTURER'S SPECIFICATIONS | CSS (CONCRETE COLOUR SYSTEM)<br>A: 846 SOMERVILLE ROAD<br>SUNSHINE, VIC 3020<br>P: 03 9311 9225 | www.concretecoloursystems.com.au |
| FSC1 | METAL FLASHING TYPE 1 | CODE: N/A<br>COL/FIN: TBC<br>SIZE: REFER TO ARCHITECTURAL AND ENGINEERING DOCUMENTS | INSTALL FASCIA TO LOCATIONS SHOW ON ARCHITECTURAL DRAWINGS. ANY INTERFERENCE WITH THE RECOMMENDED ELEMENTS THE ARCHITECTECTURAL DOCUMENTS SHALL BE INFORMED PRIOR TO PROCUREMENT DURING TENDER OR PRIOR TO CONSTRUCTION WHEN IN CONTRACT ADMIN PROGRESS. | | |
| GTR1 | GUTTER TYPE 1 | CODE: QUAD GUTTER<br>COL/FIN: MONUMENT COLORBOND RANGE<br>SIZE: 100mm WIDTH<br><br>REFER TO HYDRAULIC DOCUMENTS | INSTALL GUTTER TO LOCATIONS SHOW ON ARCHITECTURAL DRAWINGS. REFER TO HYDRAULICS FOR SIZES AND MINIMUM SECTIONAL AREAS. ENSURE CONNECTIONS TO THE EXISTING DRAINAGE SYSTEM IS COORDINATED WITH CIVIL DRAWINGS. ANY INTERFERENCE WITH THE RECOMMENDED ELEMENTS THE ARCHITECT SHALL BE INFORMED PRIOR TO PROCUREMENT DURING TENDER OR PRIOR TO CONSTRUCTION WHEN IN CONTRACT ADMIN PROGRESS | MACKBROS | http://www.mackbros.com.au |
| INS1 | ROOF INSULATION TYPE 1 | CODE: ANTICON 60<br>Size: 60 THCK x 1200mm WIDE GLASSWOOL BLANKET.<br>REFER TO ARCHITECTURA; DRAWINGS FOR EXTENT | ROOF INSULATION [MINIMUM R1.3]<br>CSR BRADFORD ANTICON 60. MD GLASSWOOL ROOF BLANKET (R1.3) WITH MEDIUM DUTY SILVER REFLECTIVE FOILINSTALLED TOGETHER WITH CSR BRADFORD ASHGRID 110 ROOF SPACER. PENETRATION AND DAMAGE TO SILVER FOIL TO BE TAPED AND REPAIRED. | CSR BRADFOR<br>A: 7 DLAMORE DR, SCORESBY, VIC 3179<br>T: 03 8756 6800 | https://www.bradfordinsulation.com.au/ |
| LOC1 | SHED STRUCTURE TYPE 1 | COL/FIN: REFER TO WALL DETAIL FOR EXTENT<br>CODE: SQ242820<br>SIZE: REFER TO ARCHITECTURAL DOCUMENT FOR EXTENTE. | ROOF FLASHINGS AND CAPPING COMPATIBLE WITH THE DESCRIBED ELEMENTS ABOVE. | STRATCO<br>E: Paul Burrows <Paul.Burrows@stratco.com.au> | www.stratco.com.au |
| MRS2 | METAL ROOF SHEET TYPE 2 | CODE: CUSTOME ORB<br>COL/FIN: WOODLAND GREY<br>SIZE: REFER TO ARCHITECTURAL DOCUMENTS FOR EXTENT. | INSTALL PRODUCT AS PER MANUFACTURER'S REQUIREMENTS<br>PROVIDE ALL FLASHINGS, CAPPINGS AND CONNECTIONS COMPATIBLE WITH THE ELEMENTS PROPOSED IN THIS SET. | LYSGHT<br>A: 248a HODDLE STREET<br>ABBOTSFORD, VIC 3067<br>T: 8417 9200 | http://www.lysaght.com.au |

# GR Bricker Reserve Pavilion and Sporting Upgrades Survey

**SURVEY RESPONSE REPORT**
16 January 2017 - 11 August 2021

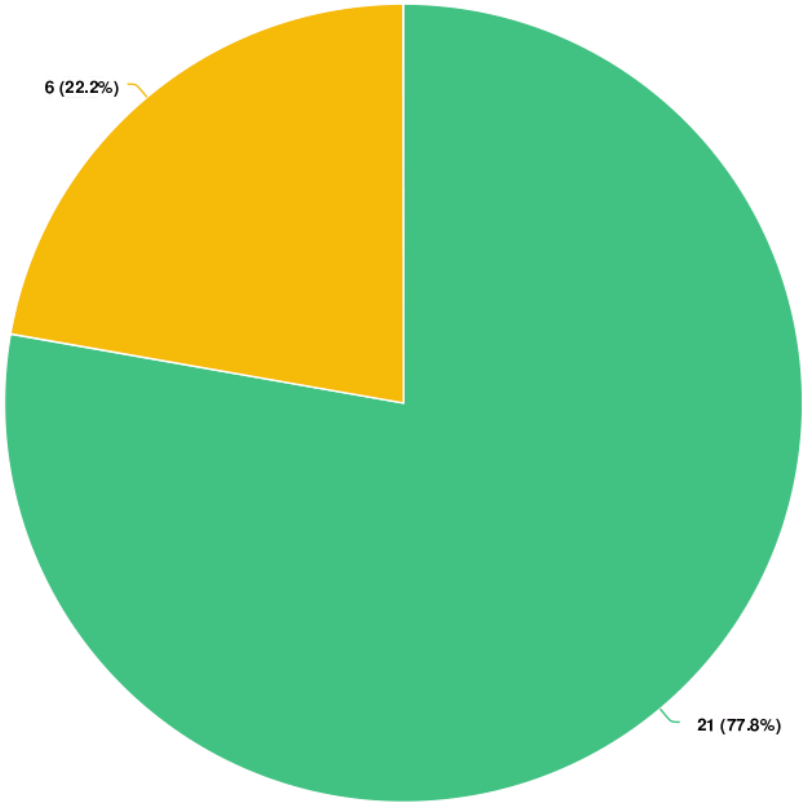
**PROJECT NAME:**
GR Bricker Reserve Pavilion and Sporting Improvements

BANG THE TABLE engagementHQ

# SURVEY QUESTIONS

GR Bricker Reserve Pavilion and Sporting Upgrades Survey : Survey Report for 16 January 2017 to 11 August 2021

## Q1 Do you support the proposed plans for the GR Bricker Pavilion?

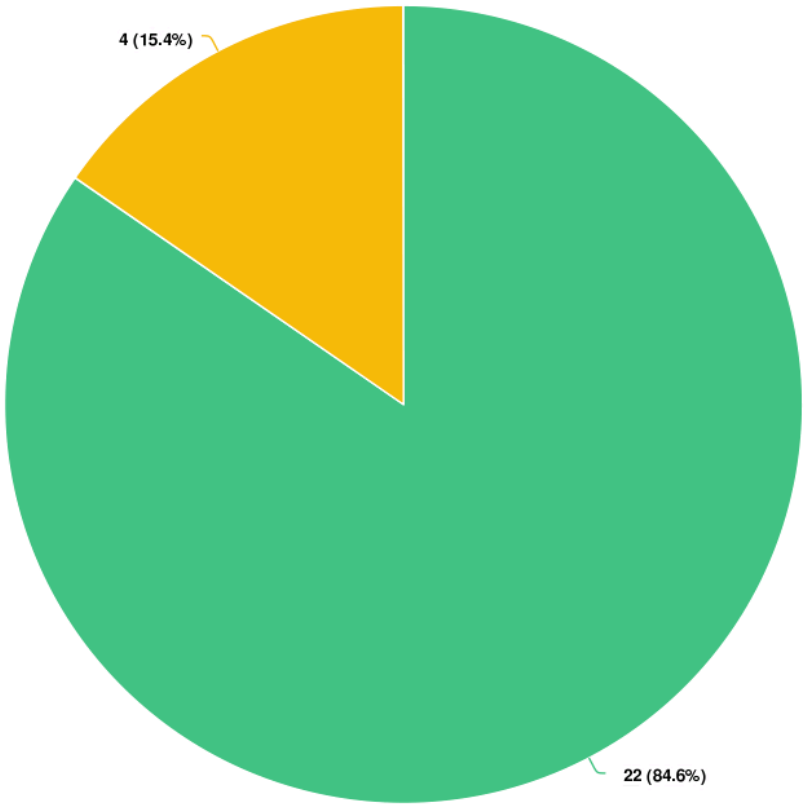



**Question options**

Yes No

*Optional question (27 response(s), 0 skipped)*
*Question type: Radio Button Question*

**Q2 Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?**

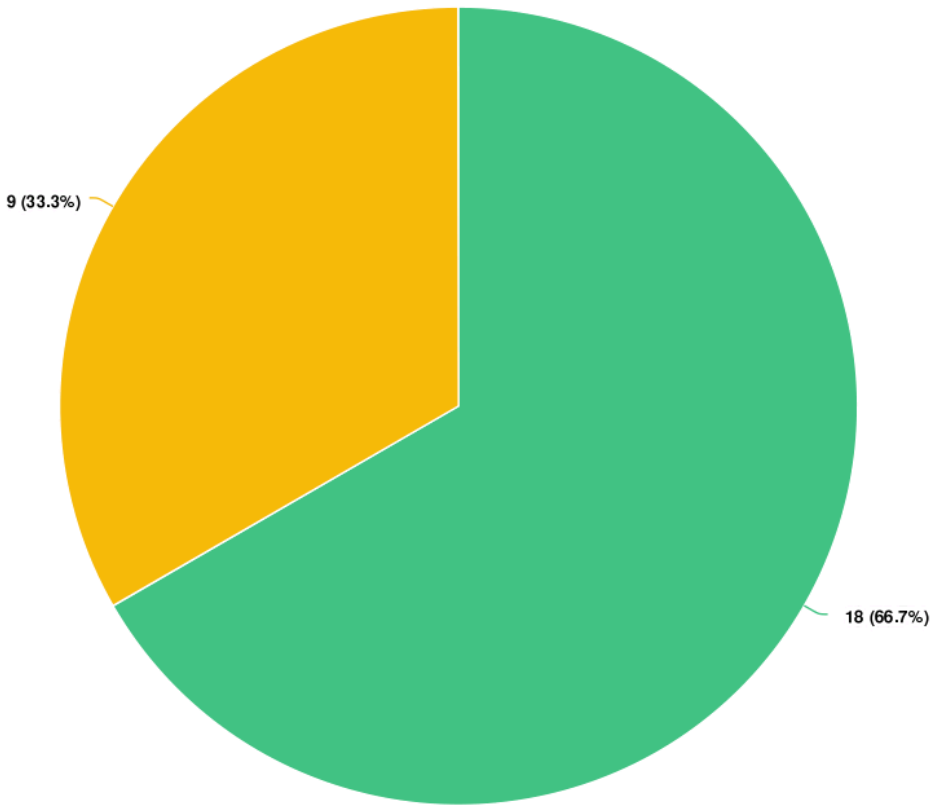



**Question options**

Yes No

*Optional question (26 response(s), 1 skipped)*
*Question type: Radio Button Question*

## Q3 Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

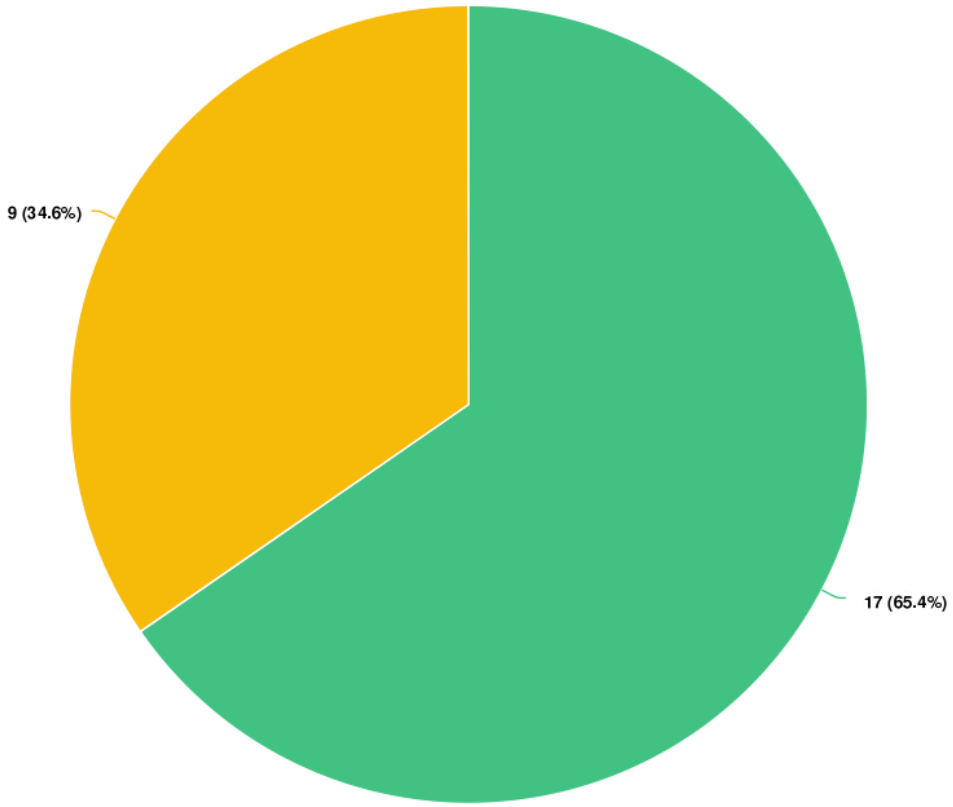



**Question options**

Yes No

*Optional question (27 response(s), 0 skipped)*
*Question type: Radio Button Question*

**Q4 Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?**




**Question options**

Yes No

*Optional question (26 response(s), 1 skipped)*
*Question type: Radio Button Question*

## Q5 What do you like about the proposed plans for GR Bricker Reserve?



There is an upgrade

Fully support the plans and lighting will allow use of the athletics track for training after dark

That there will be upgrades to popular community athletics track.

Up-grading the facilities

A external toilet for park uses added to the clubhouse

I'll like to see some improvement to the reserve but I would like to see some improvements to the playground

Multiple users

The upgrade is better for the sports users. The entertainment area is great for larger groups to gather.

New facilities will be better for local community

much more modern looking - the current structure is out dated

I think overall the improvements will be of great value to the community

Lighting making it safe to use at night.

[redacted]

That the dangerous oval fence will be replaced with easy access points and no need to climb through or over the poorly designed, built and maintained excuse for a fence that is currently in place. Better club facilities in pavilion for all tenants. Public toilets. Path around the oval.

Very happy to see all proposed improvements. Love the design of the sporting shed. Also, better lighting all around the reserve much welcomed.

It's impressive

It might force council to do some remediation work to what is to an unsafe and poorly maintained park

The new pavilion.

A revitalised pavilion will improve the amenity of the area and improve the facilities for the community groups based there.

Pavilion and improved lighting

Vast improvement on the very old outdated pavilion, I have used the pavilion when with Moorabbin CC, ([redacted]) the conditions were poor. So a new modern facility will be enjoyed by many.

If executed to plan and usage is govern to purpose defined would be good upliftment to the current infrastructure.

Will modernize a presently tired and shabby sporting-recreation complex.

N/A

**Optional question** (23 response(s), 4 skipped)
**Question type:** Essay Question

## Q6 What would you change about the proposed plans for GR Bricker Reserve?

[redacted]

1. The proposed location of the Pavilion. When the cricket season is active, members of the Omega Cricket Club regularly celebrate on Thursdays and the weekends into the early to very late morning. The music is frequently played outside. The neighbours inevitably call the police, but the problem persists. Despite these calls and requests to the club directly, the club continues to allow these celebrations to occur, resulting in significant impact on the residents, and exasperation on the neighbours and police. Due to this issue and other high level noise activity (eg. Dog Club early Sunday morning), the residents have asked in previous correspondence if the location of the new pavilion could be considered when identifying the placement of the upgraded Pavilion. I also attended one local community gathering, and this matter was raised. In the "GR Bricker Reserve (West) Master Plan BACKGROUND REPORT" it recognises this request as it states on Page 8 - "4. Pavilion - 4.1. Investigate relocation of pavilion to Eastern edge of reserve to limit noise/amenity issues for neighbouring residents" I had suggested, with other neighbours, if the pavilion could be considered to be moved closer to the East side towards Rowans Road, swapping the location of the carpark with the pavilion. This location would place the proposed pavilion near Rowens Road and not near any residents, with the carpark located near residents. Can this be considered please as the community's response was recognised in the initial Background Report? 2. The proposed development of the pathway alongside residents' fenceline. There has been concern raised by locals regarding the close proximity of the pathway to private residents' back fence line on the West side. This was raised in previous correspondence. On the 'Resident Information Plan' which we have just received in the mailbox, it appears the pathway has remained the same. As can be seen on the Master Plan Map, the proposed path runs along the fence line behind the trees and playground. At no other point on the oval is this pathway situated so close to residents' property. The location of the pathway right up against our fence line will generate increased activity and noise, and potentially attract unwanted attention to our backyards. As has been suggested by residents, can the pathway not circulate directly around the oval fenceline, or alternatively, not have the pathway around the cricket net and playground at all but just around the

remainder of the oval?

[redacted]

Need to put a gate on the track and limit the number of bikes and dogs that use that area for social play. The athletics track will be ruined and it also limits the number of quality athletes that use the track for training

Thank you for the opportunity to provide feedback on the proposed GR Bricker Reserve Pavilion and Sport Upgrades. Our property [redacted] south-west corner of GR Bricker Reserve and we are writing to raise a specific objection to the proposed relocation of the cricket nets to the south-west corner of the park. Our primary concern with the proposed relocation of the cricket nets is the proximity residential properties including our own and the negative impact that this will likely have on our amenity and the quiet enjoyment of our property. According to the project plans, the cricket nets will run adjacent to the western boundary of the park within very close proximity to a number of residential properties. We are concerned that the proposed location of the cricket nets will adversely affect the amenity of the surrounding area as it will likely result in a significant increase in noise and disturbance from cricketers (both cricket balls being hit and people). Also of concern would be the likely loss of privacy as well as the visual impacts of the cricket nets which would be visible from our property and adjoining properties. This would be of particular concern to us [redacted] would be spoiled by this construction. In addition, it is our view that the proposed relocation of the cricket nets is not appropriate for the following reasons: Not proximate to other park facilities The proposed site is located far-away from other park amenities and facilities including the carpark and club house and doesn't fit within the current character of the south-west corner of the park. Loss of open space The relocation would result in the loss of open-space. This area of the park supports a number of uses such as people relaxing on picnic blankets and kids playing, which is particularly important when the sporting oval is in use for organised activities. Other suitable sites It's our view that there are other suitable sites capable of accommodating the cricket nets including the current location or the location alongside the oval fence as per the original 2019 master plan. Alternatively the middle of the athletics oval away from all dwellings. Keeping the cricket nets in their current location appears to be most suitable as this is already an area of high activity and is close to other park facilities. Trees This area has a few well established trees that support a wide variety of bird life as well as a

[redacted]

few new trees that are just starting to be strong and growing nicely.

There needs to be major upgrades to the play ground at Bricker Reserve for toddlers. The play ground is very very popular for local families because of its great location but more equipment would be wonderful. There also needs to be a fence around the play ground to prevent possible dog attacks from people who walk there dangerous pitbull dogs at bricker reserve without a lead.

I would like to see the return of a family community tradition - teaching our kids to ride their bikes. Families would flock to Bricker Reserve to help their children receive this milestone moment and you have made it more about revenue generation. If it's a sporting ground, then allocate one of the lanes as a bike path. Whoever decided this clearly is past the stage of having young children and what it means to see their faces light up when they learn to ride their bikes for the first time. It's crazy.

I strongly object to the re-location of the cricket nets. I live in [redacted] overlooking the park and very close to the parkland. Re-Locating the nets will impact our quality of life, regarding noise and our visual outlook. We chose to buy our home for the relative privacy and tranquility that the park provides. We fear now that we may be forced to sell, as the nets will be so close to our residence. The homes further up the park, where the nets are currently situated, are set back much further from their fences than our town house [redacted] They would, presently, be far less impacted by the noise and lighting than we will be, if the nets are re-located . Another concern is that we predict that our property will be de-valued, due to the eye-sore the nets will create. The nets should be up near the pavilion, where the cricket club would have easy access. We endure the noise from the Dog Club on Sunday mornings and Wednesday nights, as well as cricket training etc. We accept these activities, as it is a park after all, but to have the noise of participants at the practice nets so close to our bedroom is unacceptable. This is causing us so much stress and concern. Please take into consideration our predicament. We do not want to be forced out of our home.

As a resident of [redacted] backing into the Sw corner of Bricker Reserve, I object to the

[redacted]

cricket nets being placed in front of our back gate and picket fence for the following reasons :, 1 As we have only a small rear courtyard the noise of a late afternoon and evening would become unbearable as during the summer our rear door is always open to allow our air conditioning to work. 2 The noise from cricket training would drown out the TV sound, 3 As we entertain a lot in our rear courtyard we couldn't do this on training nights because of the sound. 5 We would loose the peaceful outlook our property has had for the past 25 years. 5 The visual effect of the nets across our block would de value our property. 6 When not in cricket club use the nets have and always will attract other users and undesirable elements. Especially of a nighttime.

The playground during summer is full of ants and some play equipment are very hot I am very conscious when I take my grandchildren there

Segregation of facilities well away from housing

The entertainment areas should be further away from the existing houses and further towards Rowans road where there are no existing houses. The open dog run is too close to existing houses. The playground is too close to existing houses. The council has not taken into account the expectation that residents should have a right to the quiet enjoyment of their own backyard and inside their living areas during the day and at night.

Ensure that lights need to be turned off by 9pm, no functions after this time

Nothing - looks awesome

Please make the track useable for bike riding, kids love to ride around flat east surfaces like this and currently we are not allowed to - we have been told off by athletics coaches.

The cricket nets need to remain where they are or very close to where they are as per the 2019 proposal. Moving them as outlined in the most recent proposal is ill-conceived as it will take over the

[redacted]

only remaining area that is open without any facility, equipment or amenities. The only other open area in this park now is now to be been consumed by the new carpark. The South West corner needs to remain open as it is now, the residents in that pocket are not in favour of the relocation of the cricket nets, it will bring activity away from the pavilion and change the dynamic of the park unnecessarily. The lighting needs to be further clarified and assurances given that the light pollution will be kept to a minimum.

Nothing. Maybe include CCTV all around for safety reasons, if not planned.

No Reduction in useable park area . Council sports areas tend to be 'green deserts' consisting of turf/grass mixed with car park, paling fences and club houses. The proposed design only re enforces this approach. Increased car parking is not for the locals, it's for the clubs . Its to alleviate the over use of the area by athletics, including Little League, Masters and club trainings, dog club activities, cricket club matches and training sessions, football training, steam train open day over spill crowds, tertiary student parkers wishing to avoid parking costs and the soon to be large religious gatherings. But what this means is that outside of key peak times on weekends, locals are left to walk through ever increasing car parks and their attended rubbish. By the way ,it's we locals who mainly pick up beer bottles, fast food and sports drink rubbish. 2. Larger repositioned cricket nets are a further impact to usable park areas, and they are too close to houses. They should be close to club rooms for supervision and not a new and unwanted visual feature for those unlucky neighbours. 3. parking in the existing north part could have made more use of the athletic area. It is currently used sometimes for this purpose. The fencing and landscaping is poor and only collects rubbish along the fence line. It should be replanted as a wind break for track. 4. Proposed parking up against oval along Rowans road will impact all park users including spectators. Users are often roving and unsupervised children. There should be clear separation of vehicle and pedestrian traffic 5. Appears to be no multiple entry points to the oval for ball retrieval, again ? 6. seating and eating areas should not be away from lighted areas. Currently they are away from easy supervision at night and are used for unsocial activities 7. there is no safe pedestrian link between west and east sides of entire park system. Traffic does not recognise those new raised crossovers, they barely slow down now The current state of the Bricker precinct is both a dangerous and unsightly . I believe councils strategy has been to allow the park to degrade and then

[redacted]

expect the residents to accept any outcomes. The clubs using the park are expecting large increases in patronage according to documentation viewed on council sites. Council has allowed new large development in Isabella street abutting the park precinct that will require large parking resources. It appears this development has built over it's existing car park. Large water filled potholes have existed in the car park now for years. The surrounding mud areas are slippery and dangerous . No attempt has been made by council to rectify. Council trucks regularly use the area and only add to the problem, it is not hard to supply a fix to this type of problem. Large tree roots that other council would simply mulch over to increase safety are ignored. Once again not a high tech fix, simple maintenance The oval boundary fencing is extremely dangerous and has been this way for some years. This is especially so for young children climbing through between broken and loose wires. It is worth noting that the council ignored calls by residents to include pedestrian entry points in the original fence design to allow oval users easy access to retrieve balls, but no action was forthcoming by council .This is now and has been unacceptable and dangerous situation. Once again not hard to make safe. There are no traffic restriction bollards or plantings in locations away from the club house to restrict cars from entering the oval spectator areas .These cars travel the whole perimeter of the oval to obtain vantage points around the oval. Council has known about this and does not implement any corrective measures to protect spectator areas. Not hard to fix the original poor design, add bollards. The east side of the park puts the main pedestrian access into the same road space as vehicle traffic entering and exiting the west side of the park. Good design would see separation of vehicle and pedestrian traffic. This is same design flaw that council again used in the proposed design for mixing new parking and oval spectators. This is a major problem that should have been addressed in a total concept design for expected traffic usage of the entire park areas None of the new pedestrian crossovers between east and west side of parks has has road status to protect pedestrians They are not legal pedestrian crossings and drivers ignore them. Proper lighting is also missing from the crossing areas. The current vehicle entrance point to the West side car park has no lighting and is another accident prone area.

I can't quite tell if there are any FAMILY friendly facilities- baby change rooms or a parents room / parents toilet facility (fathers often having trouble finding toilet / changing rooms that are t the men's toilets) It was also unclear if the park & play equipment would stay or be removed? I would hate to see this occur, I think the lack of enclosed play equipment in this area is also a huge

[redacted]

shame & missed opportunity. A simple fence around that small playground would be a great addition given the park across the road is so unpopular due to it being a drug exchange hotspot & so open-plan and next to such a busy road that parents often opt against it (hence why it's become a hotspot for unpleasant activity), but also given it's Dog Obedience classes on the weekends. That enclosed park would be a simple and welcome addition for families to happily participate and enjoy all aspects of the facilities for all various days of the week.

The location of the cricket nets is not desirable. I think that it would be better to locate them closer to the rooms where there would be a power supply. I am also concerned about the possibility of people congregating in a remote corner of the park.

The pavilion does not appear to have toilets that can be accessed outside of venue booking times (they are inside the venue). For those that train casually at the facility our only option is across the road which is not ideal and with small children problematic. It would be good to have toilets such as found at Duncan Mckinnon reserve that can be used outside of booking times (eg with touch free button to access). As a second matter the development doesn't appear to have any lighting for the athletics track. Whilst I don't think the track needs competition standard lighting it is dangerous in winter especially, with people running at the track in the dark. Even sparse lighting around the track would mitigate the risk and increase the available time the community can use the track (eg to 7:30pm in winter).

Lighting to the athletics track will significantly increase it usage for clubs concerned. Why only lighting to oval??

Nil

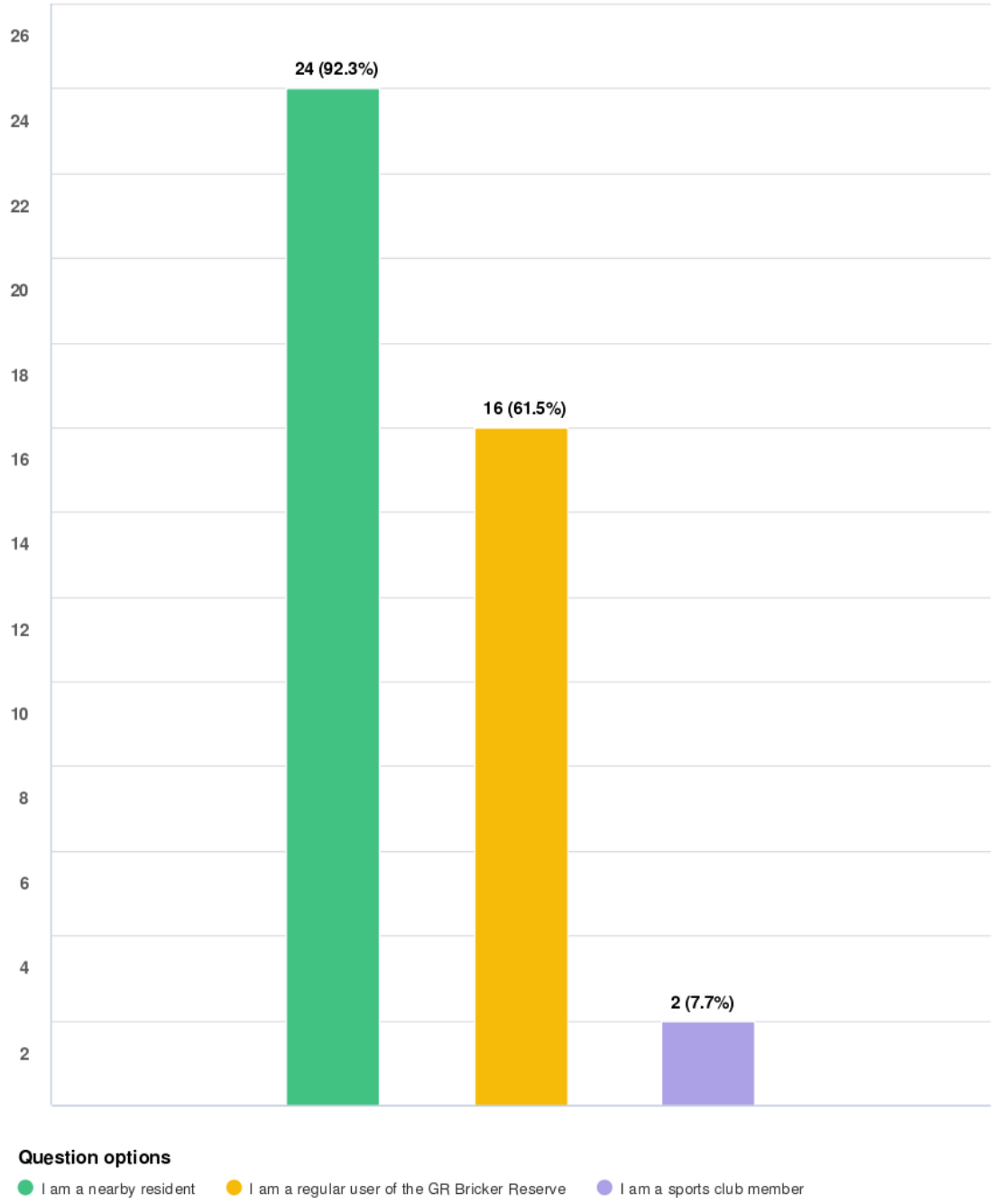
The new proposed location of the cricket nets are at the wrong spot. The current cricket nets needs to be repurposed.

Locate cricket nets away from the back fences of residents in Joan Street. Consider locating nets to Rowans Road area or where there is greater space between the oval and resident's fences. Locate new pathways away from the back fences of residents of Joan

| | |
|---|---|
| [redacted] | Street. Concern about obtrusion of new lighting on residents/households.<br><br>Removed lighting. |

**Optional question** (24 response(s), 3 skipped)
**Question type:** Essay Question

## Q7 What is your connection to GR Bricker Reserve?




*Optional question (26 response(s), 1 skipped)*
*Question type: Checkbox Question*

**Q8 Do you have any other comments or feedback about the proposed plans for GR Bricker Reserve?**

[redacted]

While I understand that this development all takes time and it is a process, we feel it is important that the voices of local residents are considered in the planning. There is no question that these (and other matters) have been raised, but it concerns me and my neighbours that our suggestions have not been addressed. In particular, it looks like the paviliion may indeed be built closer to the residents fenceline rather than away, with the addition of the facilitated activity level. I am concerned that this Information Bulletin states that the car park is to be upgraded shortly and therefore it could be too late to consider having the pavilion in this space. We urge you to consider our requests. As I have mentioned, our concerns have been ongoing and they have been recognised during the planning process in writing. However, the current plans are not showing this. Many residents are unhappy that their requests are not acknowledged. We intend to attend the meeting scheduled for 22nd July. I am happy to be contacted about [redacted]

Will be good to see the works get started

Please read point 6

Please please upgrade the playground with more equipment... specifically for toddlers. Thank you.

There needs to be a balance of parkland and sporting facilities

We have used Bicker Reserve for the past 35 years. and like most of the changes but I don't understand why we really need all the extra parking as parking has never been an issue even when junior football and the steam engine society open days were on the same day. The ark does require more trees. [redacted]

The allocated proposed funds should be spent to meet the needs of all ages.

[redacted]

There have been good consulting with the clubs but poor consultation with neighbours, we hope the Thursday 22 meeting should be limited to neighbours and other users as 1 hr is not a long time for discussion. Can results of surveys be analysed and then made public, many thanks

We will be attending the meeting on 22/7/21. Please ensure the residents who will be directly affected by the upgrade get a chance to have their say. The clubs have already have their input but we haven't.

Looks great & will help the local community.

I can't answer all the questions as not enough detail is readily available. I live right behind the shed on the running track which is being replaced but no one has contacted me re this yet they have spoken to my neighbour. How big is this shed going to be, is it going to be taller and obstruct my view?? Same with the lighting - when will this be used, how often, until how late, will it shine into our properties?

When will you upgrade the park play equipment across the road? It needs to be bigger and better for families.

Have BBQ facilities in the places created for congregation and social interaction.

Is the running track lighting inc in this next stage?

Further , The recently redeveloped east side park is continually beset by water accumulation at vital locations like the barbeques and walking tracks. It is a poor design , a poor implementation, and if possible even poorer maintenance regime. Water accumulates on grassed areas also, so avoiding the problem is uncertain for users. Temporary fixes could have been to fill/resurface uneven areas, but a more efficient approach would have been to design and build to some very basic water drainage principles. All street

[redacted]

trees along Rowans road west side have been removed for years and never replanted A regime of a few poorly planted trees was attempted on the east when those trees were removed. Very poor results. The parking on Rowans road is not delineated for car spaces and so selfish parking is used by many drivers. Increased parking could be achieved if council implemented parking bays on streets. In conclusion I believe the council has been and is currently negligent in its duty of care and responsibility regarding the management of the entire GR Bricker park and it's precinct

Thank you for the opportunity to provide feedback.

Disappointed when council merged the removal of the well maintained garden beds was very evident. The reserve was sensational on both sides of Rowans Rd with the curator taking great pride in these gardens. Sadly only a small display on the eastern side exists. Clearly a cost reduction strategy ( just like the lack of street sweepers now).....

Keep overhead lighting away from residents. Uncertain about the location of pedestrian pathways near the back fences of residents at the southern end of Joan Street. Do not want pathways directly behind fences that presently have no paving - just grass.

I'd like to see a light pollution impact assessment undertaken to ensure nearby properties are not impacted by light pollution, and for council to demonstrate how CPTED principles have been applied to enhance safety.

**Optional question** (19 response(s), 8 skipped)
**Question type:** Essay Question




## GR Bricker Reserve Development Survey

1. Do you support the proposed plans for the GR Bricker Reserve Pavilion?

   ○ Yes
   ○ No

2. Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?

   No.

3. Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

   Yes - it should be away from the playground. Children & young adults are climbing the frames & jumping. It is attractive for them to do this next to playground & pavilion.

4. Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?

   Yes.

5. What do you like abvout the proposed plans for the GR Bricker Reserve?

   I like that it is being upgraded.

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6. What would you change about the proposed plans for the GR Bricker Reserve?

7. What is your connection to the GR Bricker Reserve?

- ✓ I am a nearby resident
- o I am a regular user of the Dingley Reserve
- o I am a sports club member
- o Other

_____

8. Do you have an other comments or feedback about the proposed plans for GR Bricker Reserve?

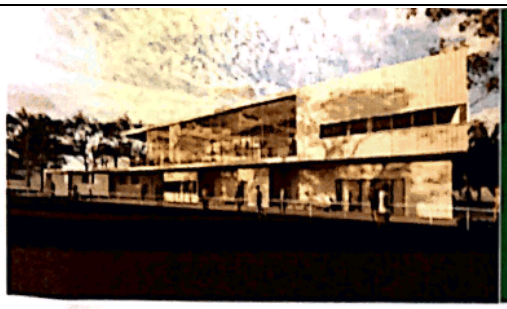
· We want the pavilion moved due to disturbances to neighbours.
We want 'quiet enjoyment' — redevelopment is going to create more noise.

· Cricket nets — need to be away from pavilion and playground.

~~Concern~~ Congestion of activities — too much

· Danger nets next to playground and youth ~~at~~ gathering

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Your Kingston Your Say

City of KINGSTON

## GR Bricker Reserve Development Survey

1. Do you support the proposed plans for the GR Bricker Reserve Pavilion?

   ✓ Yes
   ○ No

2. Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?

   Yes

3. Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

   no opinion

4. Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?

   Yes

5. What do you like abvout the proposed plans for the GR Bricker Reserve?

   gate through to Joan St needs to be moved closer to laneway

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you change about the proposed plans for the GR Bricker Reserve?

7. What is your connection to the GR Bricker Reserve?

- ✓ I am a nearby resident
- ○ I am a regular user of the Dingley Reserve
- ○ I am a sports club member
- ○ Other

_____

8. Do you have an other comments or feedback about the proposed plans for GR Bricker Reserve?

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Your Kingston Your say

City of KINGSTON

Poor

## GR Bricker Reserve Development Survey

1. Do you support the proposed plans for the GR Bricker Reserve Pavilion?

   - Yes
   - No

2. Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?

   —

3. Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

   —

4. Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?

   —

5. What do you like abvout the proposed plans for the GR Bricker Reserve?

very little, Keep the park "park", not car park.

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6. What would you change about the proposed plans for the GR Bricker Reserve?

7. What is your connection to the GR Bricker Reserve?

- ✓ I am a nearby resident
- o I am a regular user of the Dingley Reserve
- o I am a sports club member
- o Other

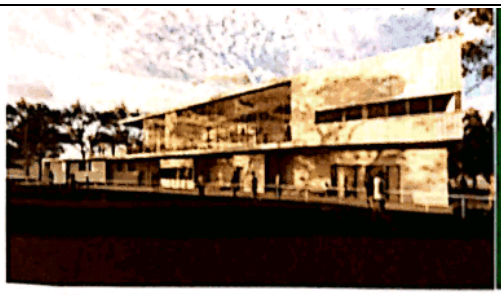
_____

8. Do you have an other comments or feedback about the proposed plans for GR Bricker Reserve?

the entire east west park is not user friendly. poor walking tracks, under water most wet days, Road traffic chaos for pedestrians.

- Use of open space for "cars"?
- 1,137 car parks around park, i.e 500m
- no other park has on site parking that approaches this. check out Hurlstan Park 20 ovals 2 more teams (women's, 22 under age sides. tennis, Maternal health centre preschool centre, park for kids
  - less than 50 on site parks what are you thinking?
- mark Rowan's Road car spaces on Road way.

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Your Kingston Your say

City of KINGSTON

## GR Bricker Reserve Development Survey

1. Do you support the proposed plans for the GR Bricker Reserve Pavilion?

   ○ Yes
   ✗ No

2. Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?

   Yes

3. Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

   Yes

4. Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?

   No

5. What do you like abvout the proposed plans for the GR Bricker Reserve?

   Improvement to exsting pavillion, better fricility for the comunity & womens sports /change rooms.

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6. What would you change about the proposed plans for the GR Bricker Reserve?

Basic lighting for the athletics track to allow winter use in the evenings + improve safety of users from running in the dark. Also public toilets that can be accessed out of booking times

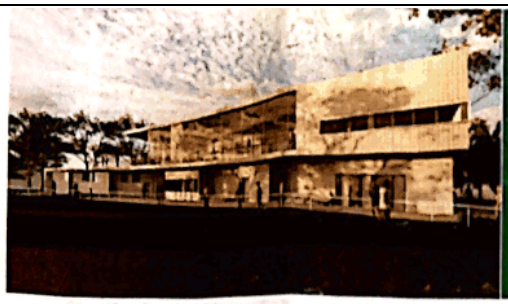
7. What is your connection to the GR Bricker Reserve?

- ○ I am a nearby resident GR Bricker
- ✓ I am a regular user of the ~~Dingley~~ Reserve
- ○ I am a sports club member
- ○ Other

_____

8. Do you have an other comments or feedback about the proposed plans for GR Bricker Reserve?

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Your Kingston Your say

City of KINGSTON

## GR Bricker Reserve Development Survey

1. Do you support the proposed plans for the GR Bricker Reserve Pavilion?

   ✓ Yes
   ○ No

2. Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?

   Yes

3. Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

   YES

4. Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?

   YES

5. What do you like abvout the proposed plans for the GR Bricker Reserve?

   NEW FACILITIES

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6. What would you change about the proposed plans for the GR Bricker Reserve?

ADD SAFETY LIGHTS TO THE ROOF TO MAKE TRACK & CAR PARK SAFE. REQUIRES REPLACEMENT OF EXISTING (3) LIGHTS. REFER EMAIL TO KIM & JAMES.

7. What is your connection to the GR Bricker Reserve?

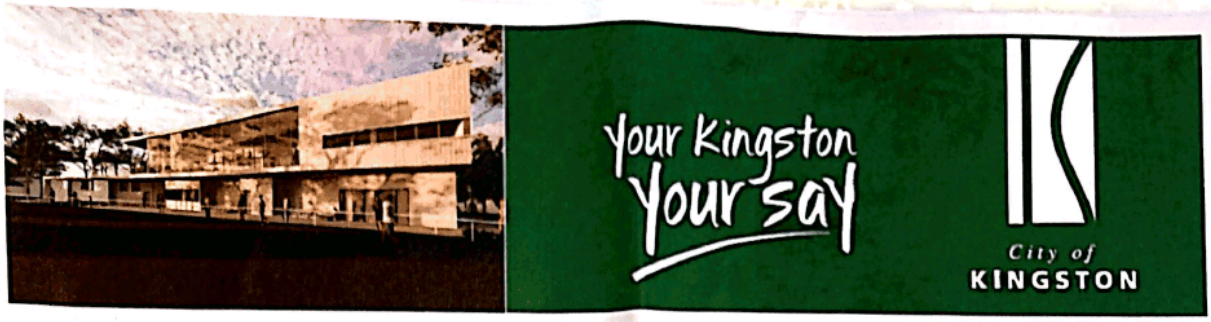
- ✓ I am a nearby r[redacted]
- ○ I am a regular user of the Dingley Reserve
- ✓ I am a sports club member
- ○ Other

I CONVENED THIS UPGRADE OF PAVILLION 5 YEARS AGO WITH THESE 4 CLUBS COMBINED WITH KINGSTON.

8. Do you have an other comments or feedback about the proposed plans for GR Bricker Reserve?

ADD SAFETY LIGHTS FROM POLES TO SHINE ONTO TRACK. ^ EXISTING

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## GR Bricker Reserve Development Survey

1. Do you support the proposed plans for the GR Bricker Reserve Pavilion?

   ○ Yes
   ○ No

2. Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?

   ✓

3. Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

   ✓

4. Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?

   /

5. What do you like abvout the proposed plans for the GR Bricker Reserve?

   Excellent

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7. What is your connection to the GR Bricker Reserve?

- I am a nearby resident
- I am a regular user of the Dingley Reserve
- I am a sports club member
- Other

_____

8. Do you have an other comments or feedback about the proposed plans for GR Bricker Reserve?

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## GR Bricker Reserve Development Survey

1. Do you support the proposed plans for the GR Bricker Reserve Pavilion?

   ○ Yes
   ✓ No

2. Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?

3. Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

   yes please move it further away from the existing area and away from residents fences

4. Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?

5. What do you like about the proposed plans for the GR Bricker Reserve?

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6. What would you change about the proposed plans for the GR Bricker Reserve?

Move the playground and cricket nets away from residential areas.

Move the open dog area away from residential areas.

Work towards noise reduction for residents?

7. What is your connection to the GR Bricker Reserve?

- ✓ I am a nearby resident
- ○ I am a regular user of the Dingley Reserve
- ○ I am a sports club member
- ○ Other

_____

8. Do you have an other comments or feedback about the proposed plans for GR Bricker Reserve?

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## GR Bricker Reserve Development Survey

1. Do you support the proposed plans for the GR Bricker Reserve Pavilion?

   ✓ Yes
   ○ No

2. Do you support the proposed plans for upgrades of the sporting shed at GR Bricker Reserve?

   TO SHED

   Too large also access path should have no standing (parking)

3. Do you support the proposed plans for the cricket net relocation at GR Bricker Reserve?

   NO

4. Do you support the proposed plans for the sports lighting improvements at GR Bricker Reserve?

   As long as it doesnot reflect into houses and is off at a reasonable time

5. What do you like abvout the proposed plans for the GR Bricker Reserve?

   Shape of pavilion

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6. What would you change about the proposed plans for the GR Bricker Reserve?

Make storage shed smaller

7. What is your connection to the GR Bricker Reserve?

- ✓ I am a nearby resident
- ○ I am a regular user of the Dingley Reserve
- ○ I am a sports club member
- ○ Other

_____

8. Do you have an other comments or feedback about the proposed plans for GR Bricker Reserve?

NO

[redacted]

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## Appendix 3 – Cricket Net Location Options

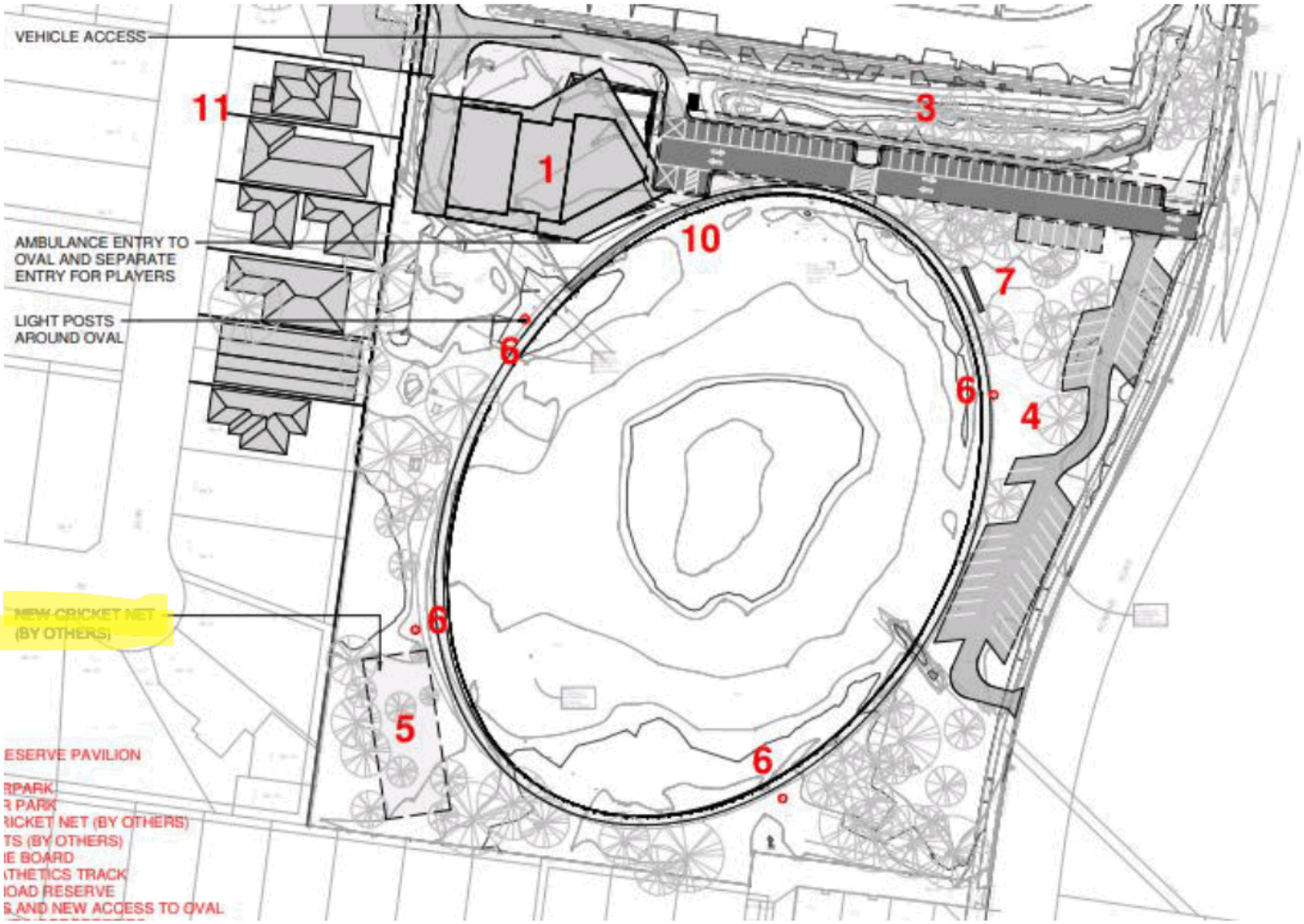
*Option 2 – Master plan endorsed location*

Four lane facility set back from the oval. Please note the existing net's location and tree are highlighted by the red dotted line



*Option 2 – Alternative north/south location (as per the consultation)*

Located towards the south/west corner of the reserve



# Council Meeting

**27 September 2021**

**Agenda Item No: 10.9**

# ROAD SAFETY STRATEGY

**Contact Officer: Michelle Galileos, Community Road Safety Officer**

## Purpose of Report

This report summarises the community feedback undertaken in August 2021 on Council's draft Road Safety Strategy and outlines changes made to the draft Strategy. This report recommends that Council considers and adopts the Road Safety Strategy.

## 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 community feedback received on Council's draft Road Safety Strategy and the changes made in response to the feedback; and
2. Endorse the Road Safety Strategy attached in Appendix 1 of this report.

## 1. Executive Summary

At the Council Meeting on 28 June 2021, Council endorsed the draft Road Safety Strategy for community consultation.

The community consultation was undertaken through a *Your Kingston Your Say* online survey from Monday 26 July to Sunday 22 August. The survey provided respondents with the opportunity to express feedback on the draft Strategy.

Respondents were also invited to provide feedback, comments and observations on Council's road safety programs offered to the community. For example, feedback was sought on Council's road safety programs and educational content for the variety of road users in the municipality.

Council officers have updated the draft Strategy based on feedback received and recommend that the final Road Safety Strategy be endorsed.

## 2. Background

In 2020, Council adopted the *Kingston Integrated Transport Strategy* (KITS). The KITS is a high-level overarching document that sets the direction for the management of transport and under which additional transport plans (such as the Road Safety Strategy) are positioned. One of the actions in the KITS is to review and update the Council's Road Safety Strategy.

At the Meeting of Council on 28 June 2021, Council endorsed the draft Road Safety Strategy for community consultation (see Appendix 2).

## 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.

Kingston's Road Safety Strategy will ensure Kingston keeps our community safe and protected.

### 3.2 Consultation/Internal Review

The Traffic and Transport Team consulted with the Communications and Community Relations Team on the engagement process. The consultation involved three main groups of stakeholders - internal stakeholders, external stakeholders, and the broader community.

- Internal stakeholders – including City Assets and Environment, Parks and Open Space, Infrastructure, Traffic Management, Communications and Community Relations Team, City Strategy, Environmental Planning, Youth and Family Services, Procurements and Contracts, Community Care and Access Care Southern and Local Laws. This internal stakeholder consultation has been undertaken and involved seeking feedback on an earlier draft of the Strategy. The feedback received was incorporated into the draft Strategy.
- External stakeholders - including Victoria Police, Department of Transport, Vic Health and Ambulance Victoria. This consultation also involved seeking feedback on an earlier draft of the Strategy. The feedback received was incorporated into the draft Strategy.
- Wider community consultation has been undertaken. This engagement was to gauge the level of support (or otherwise) for the Road Safety Strategy; provide an opportunity for the wider community to provide feedback on the draft Strategy; and educate the community about road safety.
- The consultation with community included the following: Your Kingston Your Say (YKYS) page, online survey, social media, information bulletins, and eDM's (electronic direct mail).

### 3.3 Operation and Strategic Issues

3.3.1 Results of *Your Kingston Your Say* Feedback

The *Your Kingston Your Say* survey had 455 visits to the survey page, 50 downloads of the Strategy and 40 responses (refer to Appendix 3).

The overall feedback from the community supported the road safety programs offered by Council, as there were no comments in opposition to the draft Strategy. This included suggestions for educational content for the variety of road users in the municipality. For example, people would like to focus more on bike education for primary and secondary schools; to promote and encourage more schools to include road safety education in pre and primary schools; to provide more information on safe driving practices, such as the impacts of drugs and alcohol for novice drivers in secondary schools.

There were also several comments that related to operational matters. These have been addressed by the Traffic and Transport Team. These do not impact on the draft Strategy.

3.3.2 Summary of changes to the draft Road Safety Strategy following community consultation

- Section 8.3 has been updated with a summary of the overall feedback from the community consultation.

3.3.3 Summary of changes to the draft Road Safety Strategy following internal stakeholder feedback

The following changes have been made to the Strategy in response to internal stakeholder feedback:

- In Section 3.2, the *VicRoads Tree Policy 2016* has been included in Table 2.
- Under Key Response Area 12, section 12.3 now includes reference to Council's roadside vegetation management.

## 4. Conclusion

Council officers have sought community feedback on the draft Road Safety Strategy. The high level of community support for the draft Strategy, provides confidence that the Road Safety Strategy represents the views of the community. Council to note the feedback and adopt the Road Safety Strategy (Appendix 1).

### 4.1 Environmental Implications

Kingston's Road Safety Strategy aims to reduce road trauma by creating a road system that is safe, accessible and environmentally sustainable for everyone.

### 4.2 Social Implications

Kingston's Road Safety Strategy (2021-2026) will provide the direction and guidance for road safety in the municipality.

### 4.3 Resource Implications

The operational cost of implementing the Strategy can be funded in current Council budgets. Any capital improvements will be proposed through the Council budget process. Whilst delivering the Strategy will require some additional support from Traffic Engineers and technical officers within the Traffic and Transport team, at this stage there will be no immediate impact to resourcing of this team.

### 4.4 Legal / Risk Implications

There are no significant legal or risk issues identified as part of the Road Safety Strategy (2021-2026).

## Appendices

Appendix 1 - Road Safety Strategy - FINAL (Ref 21/229495)

Appendix 2 - Draft Road Safety Strategy - Consultation version (Ref 21/204796)

Appendix 3 - Road Safety Strategy - Community Consultation Comments (Ref 21/204874)

| | |
|---|---|
| Author/s: | Michelle Galileos, Community Road Safety Officer |
| Reviewed and Approved By: | Charles Turner, Manager, Infrastructure |
| | Samantha Krull, General Manager City Assets and Environment |

# 10.9

# ROAD SAFETY STRATEGY


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City of KINGSTON

August 2021

# Road Safety Strategy

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# 1 EXECUTIVE SUMMARY

## 1.1 Purpose

The purpose of the City of Kingston's Road Safety Strategy 2021–2026 is to provide an evidence-based document that sets out a five-year program of tasks and actions known to be effective in improving road safety in the municipality for all road users.

## 1.2 Vision

The following vision has been set for this Strategy:

> ***"To reduce the number of people killed or injured in road crashes in Kingston to zero and reduce the severity of injuries."***

While we are not likely to see the elimination of death and serious injury in Kingston by 2026, the implementation of the tasks and actions in this Strategy will lay the foundations for a safe system of road travel. The aim for the City of Kingston is, therefore, to reduce road trauma by creating a road system that is safe, accessible and environmentally sustainable for everyone.

## 1.3 Approach

The Road Safety Strategy has been developed using the 'Safe System Approach'. This is consistent with the *Victorian Road Safety Strategy (2021–2030),* which seeks to improve road safety for all road users, and Victoria's *Towards Zero* plan to ensure no one is killed or seriously injured on our roads.

The Safe System Approach is an internationally recognised framework to reduce road trauma and is recognised as best practice in Australia. It is an inclusive method for improving road safety that caters to all road system users. It recognises that people may make mistakes and have road crashes – but that the system should be forgiving, and those crashes should not result in death or serious injury.

The Safe System road safety model identifies four factors that need to work together to ensure no-one is killed or seriously injured on the roads. These are Safer Road Users, Safer Roads, Safer Speeds and Safer Vehicles. This model has informed the development of five key response areas that will help achieve the Road Safety Strategy vision.

In 2020, Council adopted the *Kingston Integrated Transport Strategy* (KITS). The KITS is a high-level 'umbrella' document that sets the direction for the management of transport. Additional transport strategies, such as this Road Safety Strategy, sit within the KITS.

## 1.4 Key response areas

Implementing the Road Safety Strategy requires a strong partnership approach between Council, government agencies, industry and the wider community. This will be achieved through five key response areas: leadership, safer use, safer roads, safer speeds, safer vehicles.

Under these five key response areas lie fifteen objectives (listed in Table 3) and are summarised below:

- Provide strong leadership in the coordination, communication, evaluation and funding of road safety.
- Promote and advocate for safe, consistent and compliant behaviour through well-informed and educated road users.
- Implement and advocate for safer roads and neighbourhoods for all road users through traffic management measures and maintenance programs.
- Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour.
- Advocate and promote the importance of selecting safe vehicles.

This will ensure we build a road system that is safe, accessible and environmentally sustainable for everyone.

# 2 INTRODUCTION

## 2.1 Road safety strategy purpose

Every year, on average, around 450 people in the City of Kingston are killed or require medical treatment because of a road casualty crash. These fatalities and injuries have long-term social, psychological, financial and environmental effects on the people involved and the wider community. The emotional suffering resulting from deaths and injuries are immeasurable. Still, the Australian Road Research Board (ARRB) estimated that in 2019 road injury and death cost the Australian economy over $30 billion each year.

The unpredictable nature of human behaviour in the complex traffic environment means it is unrealistic to expect that all crashes can be prevented. However, we can plan for the best course of action to decrease the number of fatalities and serious injuries to zero.

This will take a collective response across Council, our local community, our partners and stakeholders, and government agencies to ensure that together we can create and maintain safer roads.

The purpose of a Road Safety Strategy is to provide the direction and actions that will have the maximum impact on improving road safety for all road users. This Strategy is an evidence-based strategic document that sets out a five-year program of tasks and actions known to effectively reduce the number and severity of road casualty crashes in the municipality.

## 2.2 Vision, aim and objectives

At the City of Kingston, our aim is:

> ***"To reduce the number of people killed or injured in road crashes in Kingston to zero and reduce the severity of injuries."***

While we are not likely to see the elimination of death and serious injury in Kingston by 2026, the implementation of the tasks and actions in this Strategy will lay the foundations for a safe system of road travel. The aim of this Strategy is, therefore, to create a road system that is safe, accessible and environmentally sustainable for everyone.

The Strategy vision will be achieved through five key response areas: leadership, safer use, safer roads, safer speeds and safer vehicles. The key response areas are supported by fifteen objectives set out in Table 3 and summarised in Table 1 below.

The key response areas are consistent with several state and local government high-level strategies. The state government's *Victorian Road Safety Strategy (2021–2030), Towards Zero* and the 'Safe System approach' provide overarching road safety direction. Kingston's *Our Roadmap Council Plan 2017–2021* and the *Integrated Transport Strategy (KITS)* set the direction for the management of transport for the municipality. The aims and objectives of these documents are incorporated in this Strategy.

**Table 1. Road Safety Strategy vision through key response areas and objectives**

| Key response area | Objectives for the key response area |
|---|---|
| **Leadership** | *Provide strong leadership in the coordination, communication, evaluation and funding of road safety.* |
| **Safer Use** | *Encourage safe, consistent and compliant behaviour through well-informed and educated road users.* |
| **Safer Roads** | *Implement and advocate for safer roads and neighbourhoods for all road users through traffic management measures and maintenance programs.* |
| **Safer Speeds** | *Complement the road environment with speed limits.* |
| **Safer Vehicles** | *Advocate and promote the importance of selecting safe vehicles.* |

Given that the Strategy's vision and aim are longer-term in nature, the Strategy must be flexible enough to adapt to the changes with: geographic and demographic information, transport trends, road crash statistics, the national, state and local policy context, feedback from public consultation and key stakeholders, and sources of funding.

An effective start to meeting our long-term vision and aim is to implement short-term tasks and actions. This Strategy, therefore, includes an Action Plan (Section 7) which outlines a range of tasks and actions over five years.

The Action Plan will require on-going and regular monitoring, review and amendment. Consequently, the priorities may change during Strategy's life, and this has been addressed by creating yearly action plans. This approach is helpful for Council to respond and adapt to the changes as they occur.

## 2.3 Development of the road safety strategy

The preparation of the Road Safety Strategy has included:

- A review and analysis of current census and traffic trends.
- A review and analysis of casualty crash statistics in the Kingston municipality.
- A review of the federal, state and Council policies and guidance on road safety.
- An evaluation of the previous Road Safety Strategy to identify improvements on previous actions.
- A discussion with internal Council staff that relates to travel and transport within Kingston.
- Community consultation.
- A review of Council's role in delivering road safety actions in partnership with other stakeholders.

This process has enabled the major road safety issues to be prioritised and considered alongside the state and federal government's priorities. This in turn has shaped the Council's priorities, tasks and actions for road safety and is outlined in the Action Plan for this Strategy.

The findings on traffic trends, casualty crash statistics and the community consultation can be found in Section 8: 'Background information'.

# 3 POLICY CONTEXT

State and local government plans and strategies influence and help to inform the development of this Strategy.

## 3.1 State Government Context

### Victorian Road Safety Strategy 2021–2030

The *Victorian Road Safety Strategy 2021–2030* sets out the state's road safety objectives, key priorities and road trauma reduction targets for the decade to 2030. It aims to halve all road deaths and significantly reduce injuries by 2030 and sets Victoria on the path towards zero deaths by 2050. The goals to be achieved by 2030 build on the Safe System principles, the National Road Safety Strategy and previous Victorian road safety strategies.

One of the guiding principles on how the state road safety objectives will be achieved is the "safe system approach that is coordinated and collaborative and includes all the Road Safety Partners of Victoria."

### Towards Zero (2016–2020)

*Towards Zero* (2016–2020) is the state government's previous road safety strategy. This is Victoria's plan to ensure that no-one is seriously injured on our roads. It acknowledges that we all face risks on our roads, but the choice to use the road shouldn't cost us our lives. This is why we need a safe transport system that protects us from our own mistakes and those of others. We can change road safety for good by improving the safety of our roads, our vehicles and our behaviour.

*Towards Zero* aims to be free from road fatalities and serious injuries and the vision is underpinned by the Safe System approach to road safety.

### The Safe System Approach

The Safe System Approach within the *Victorian Road Safety Strategy 2021–2030* and *Towards Zero* is an internationally recognised framework to reduce road trauma and is recognised as best practice in Australia. This approach also underpins the *National Road Safety Strategy 2011–2020* and has been formally endorsed by the OECD (Organisation for Economic Co-operation and Development).

Safe System is an inclusive approach to improving road safety that caters to all road system users. It recognises that people may make mistakes and have road crashes – but that the system should be forgiving, and those crashes should not result in death or serious injury.

The Safe System road safety model identifies four factors that need to work together to ensure no one is killed or seriously injured on the roads. These are Safer Roads, Safer Vehicles, Safer Speeds and Safer Road Users. To prevent people from losing their lives and being injured on our roads we need to have safer people, driving safer vehicles, at safer speeds on safer roads. Encouraging safe, consistent and compliant behaviour through well-informed and educated road users is also part of the Safe System Approach.



Figure 1. Safe Systems Approach

**Safer use** means that everyone can contribute to road safety by:

- Driving at safe and legal speeds appropriate for conditions.
- Separating drinking from driving and driving only when well-rested.
- Staying alert and avoiding impairment from drugs–illicit drugs and the prescribed medications that make us drowsy.
- Keeping your eyes on the road ahead and the surrounds.
- Putting your hand-held phone away when driving.
- Belting up and ensuring everyone in the car is wearing a seat belt.
- Being good role models to our children, L-Platers and P-Platers.

- Walking, cycling or using public transport rather than using a motor car helps improve the environment and stay healthy through physical activity.

**Safer roads** can reduce the most common types of crashes through investment in traffic management measures at locations with a high casualty crashes record, protecting vulnerable road users, such as pedestrians and cyclists, and encouraging safe behaviour by users. Roads and roadsides can be designed and maintained to reduce the risk of crashes occurring and lessen the severity of injury if a crash occurs.

**Safer speeds** considers:

- Setting appropriate speed limits that are right for the conditions, including considering the mix of road users such as pedestrians and cyclists.
- The traffic measures referred to under safe roads (such as roundabouts and speed humps) are also used to help manage speed.

**Safer vehicles** can save lives by:

- Reducing the likelihood of a crash.
- Protecting the occupants by absorbing and reducing the forces of impact in a crash through seat belts, crumple zones, stronger compartments and airbags.
- Simplifying the driving task.
- Protecting vulnerable users, such as pedestrians and cyclists.

Although it is the role of car manufacturers and the state and federal governments to pursue vehicle design change, councils can help the community understand which cars, old and new, are the safest. Higher vehicle safety standards and advances in technology continue to improve vehicles' overall safety and reduce occupant fatalities and serious injury.

## 3.2 Local Government Context

### Our Roadmap Council Plan 2017–2021

*Our Roadmap Council Plan 2017–2021* sets out the Council's vision statement of a diverse, dynamic community where we all share a sustainable, safe, attractive environment and a thriving economy. The purpose is 'to work with the community to protect and enhance the quality of life for current and future generations'.

The Council Plan sets 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.

*Our Roadmap Council Plan 2017–2021* also refers to the *Living Kingston 2035* vision for a Kingston that is 'growing and thriving, changing and evolving but still remaining the place we love to live'. *Living Kingston* provides examples of how Kingston might look in 2035. For transport, this includes:

- Flexible and environment-friendly transport and traffic that provide residents with a range of travel choices within Kingston and beyond.
- Cycling and walking with safe and healthy travel connections to transport hubs, shopping precincts, beaches, recreational spaces and popular destinations.
- A safe, clean and reliable transport network based on strong partnerships between Council, government agencies and industry.
- Industrial precincts that benefit from Council's efficient network of road, rail, air and water transport.
- A focus on innovative environmentally-friendly forms of transportation, such as electric cars.
- Investment in infrastructure – such as roads, bridges, drains, footpaths and parking – that is targeted to support population and housing density changes.

## Integrated Transport Strategy

Council adopted the *Kingston Integrated Transport Strategy* (KITS) in 2020. The KITS is a high-level umbrella document that sets the direction for the management of transport. Additional transport strategies, such as the Walking and Cycling Plan and this Road Safety Strategy, sit within the KITS.

The *Integrated Transport Strategy* vision is Kingston as a city with a connected, integrated, and sustainable transport network that is safe, healthy, accessible, reliable and efficient. One of the specific actions for future works within the KITS is to review and update the City of Kingston Road Safety Strategy.

OBJECTIVE #1 of the KITS Strategy is: to make walking and cycling the preferred transport choice, particularly for short local trips.

## Additional supportive documents

Council has also produced several other strategies, plans and policies relevant to the Road Safety Strategy (see the table below). This Road Safety Strategy will emphasise the need to encourage other Council departments to include road safety as a key action in their strategies and strengthen the coordination of road safety services across the Council.

**Table 2. National, state and local government documents relevant to the Road Safety Strategy.**

| **National and State Strategies and Plans** |
|---|
| *Sets the overarching direction of road safety* |
| • Victorian Road Safety Strategy 2021–2030<br>• National Road Safety Strategy 2011–2020<br>• Victoria Road Safety Strategy: Towards Zero 2016–2020.<br>• Movement and Place (2019)<br>• Melbourne Plan 2017–2050<br>• Victoria's 30-Year Infrastructure Strategy 2016<br>• Victorian Cycling Strategy 2018–2028<br>• Victorian Road Safety Strategy 2013–2022<br>• VicRoads Tree Policy 2016 |
| **Kingston Strategy** |
| *Sets the overarching direction of road safety in Kingston* |
| • Our Roadmap Council Plan 2017–2021<br>• Living Kingston 2035<br>• Integrated Transport Strategy (2020)<br>• Road Safety Strategy (2011–2015) |
| **Other relevant Council Documents and Plans** |
| *City of Kingston's internal strategies and plans influencing, and influenced by, the Road Safety Strategy.* |
| • Draft Housing and Neighbourhood Character Study<br>• Activity Centre Structure Plans<br>• Healthy and Well Action Plan 2018–2021<br>• Safe and Secure Action Plan<br>• Public Health and Wellbeing Plan 2017 to 2021<br>• Disability Action Plan 2015 to 2019<br>• Kingston Positively Ageing Plan 2014–2019<br>• Kingston Cycling and Walking Plan 2009–2013<br>• Parking Management Policy – 2020<br>• Workplace Alcohol and other Drugs Policy |

# 4 COUNCIL'S ROLE IN ROAD SAFETY

The City of Kingston is ideally situated to take a leadership role in the coordination, communication, evaluation and funding of road safety–internally across Council departments and externally with stakeholders.

Council acknowledges its role to provide a safe, accessible and sustainable travel environment and has committed to undertake tasks and actions that encourage safe travel. This includes education and behaviour change campaigns to encourage safer use of the roads. Council also provides, and advocates for, the delivery of traffic engineering treatments, reduction of traffic speeds, and improvement in the safety of vehicles.

However, the Strategy's success is not the sole responsibility of Council. Each of us has a role in improving road safety – whether we are road planners, designers or builders, vehicle engineers or fleet operators, policymakers or business professionals, or individual road users going about our everyday activities.

As road users, whether as a pedestrian, cyclist or driver of a motorised vehicle, we are all responsible for maintaining safe conditions through our actions. By tackling safer travel challenges on a broad front, with many players working towards the same goal, we are more likely to reduce road trauma within the municipality. As individuals, family members, businesses and organisations that serve our community, collectively we can improve road safety to facilitate safer local journeys on safer streets.

# 5 PARTNERSHIPS

Implementing the Road Safety Strategy requires a strong partnership approach.

Road safety covers a wide range of issues that require a collaborative approach across various internal and external agencies, providing a consistent approach and strengthening relationships between key road safety stakeholders.

Specific to Kingston's road safety program, Council coordinates road safety activities with the Department of Transport (formally VicRoads and Public Transport Victoria), Metro Trains and state and federal government departments. All play a critical role in shaping road safety across the City of Kingston.

The City of Kingston and the Department of Transport (DOT) have a strong partnership that enables the allocation of funding and resources to Council-run road safety programs.

The main partners in road safety in Kingston include:

Figure 2. **Road Safety Partnerships**



# 6 KEY RESPONSE AREAS AND OBJECTIVES

The Kingston Road Safety Strategy will be implemented through five key response areas: leadership, safer use, safer roads, safer speeds and safer vehicles. These are in line with the Safe System approach and the *Victorian Road Safety Strategy 2021–2030*. An overview of the key response areas is presented in Figure 3, and more detail of the objectives that support the response areas can be found in Table 3 over the page.

The Action Plan within the Strategy includes tasks and actions to address road safety with our partners. The Action Plan has been developed following extensive consultation and consideration of the crash statistics and the current and projected social, health, financial, infrastructure and environmental influences on transport.

Appropriate partners are listed in the Action Plan to assist with implementation, such as Victoria Police and the Department of Transport. A focus is placed on integrating road safety programs with those being undertaken by agencies. Strong integration will ensure that resources are maximised, duplication of work is avoided, and strong relationships with other stakeholders are maintained.

Budgets are not shown in the Action Plan tables as these are determined annually and refined according to state and local government policies and legislation, the availability of staff, and funds available from external organisations or other Council departments.

Figure 3. **Road Safety Strategy implemented via five key response areas**

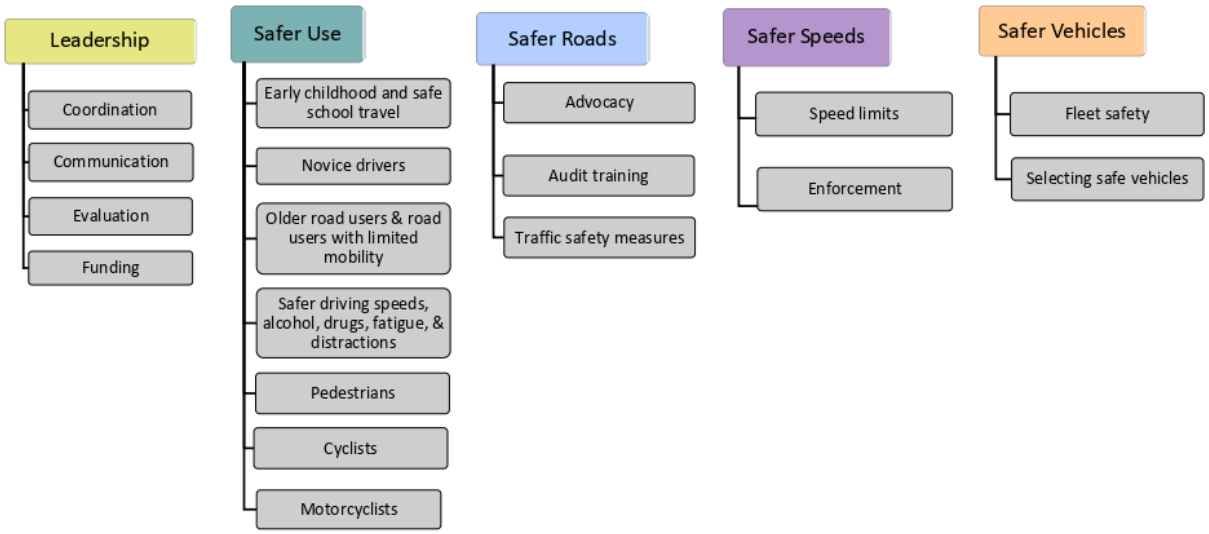


**Table 3. Key Response Area (KRA) and their objectives**

| No. | Key Response Area | Objectives |
|---|---|---|
| KRA 1 | Leadership - Coordination | In partnership with key stakeholders, provide strong leadership in coordinating the road safety strategy. |
| KRA 2 | Leadership – Communication | Engage the community by focusing on community needs and requirements. |
| KRA 3 | Leadership – Monitor and evaluate | Monitor and evaluate progress. |
| KRA 4 | Leadership – Funding | Target funds based on community requirements and Kingston strategies. |
| KRA 5 | Safer Use – Early childhood and safe school travel | Promote awareness of road safety for young children, provide programs for early childhood and safe school travel, and help students travel to and from school safely. |
| KRA 6 | Safer Use – Novice drivers | Reduce the incidence of road trauma in novice drivers aged 18-25. |
| KRA 7 | Safer Use – Older road users and road users with a disability | Help people who are older or who have disabilities to travel safely and independently using the road and path network. |
| KRA 8 | Safer Use – Safer driving, speeds, alcohol, drugs, fatigue and other distractions | Reduce the incidence of road trauma caused by speeds, alcohol, drugs, fatigue and other distractions. |
| KRA 9 | Safer Use - Pedestrians | Reduce the incidence of road trauma in pedestrians. |
| KRA 10 | Safer Use - Cyclists | Reduce the incidence of road trauma in cyclists. |
| KRA 11 | Safer Use – Motorcyclists | Reduce the incidence of road trauma in motorcyclists. |
| KRA 12 | Safer roads | Implement and advocate for traffic management actions and maintenance programs to create safer roads (and roadside infrastructure) and neighbourhoods for all road users. |
| KRA 13 | Safer Speed | Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour. |
| KRA 14 | Safer Vehicles - Fleet safety | Promote the importance of fleet safety to businesses to help reduce the incidence of road trauma. |
| KRA 15 | Safer Vehicles - Selecting safe vehicles | Promote the importance of selecting safe vehicles to the wider community to help reduce the incidence of road trauma. |

# 7 ACTION PLAN

## KRA 1: Leadership – Coordination

**Objective: In partnership with key stakeholders, provide strong leadership in coordinating the road safety strategy.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 1.1 | Staffing | Provide dedicated human resources within Council responsible for planning, delivering, and evaluating road safety programs. | Internal | Road Safety Officers. |
| 1.2 | Produce Road Safety Strategy | Update the Road Safety Strategy based on national and state policy, current trends and up-to-date casualty crash statistics. | All road safety stakeholders | Update the full Road Safety Strategy every five years. |
| 1.3 | Coordinate planning and implementation | Coordinate the planning and implementation of the Road Safety Strategy's road safety programs. | All road safety stakeholders | Host and attend regular meetings with internal teams and external stakeholders to improve integration and communication.<br><br>Work with internal teams and external stakeholders to ensure the successful planning and delivery of programs works.<br><br>Ensure road safety is included in all relevant Council policies and strategies.<br><br>Support for local organisations with planning and resources to help promote road safety. |
| 1.4 | Networking | Attend external road safety meetings and community engagement functions to ensure Council is aware of the community needs and work with other councils and organisations. | Department of Transport<br>Transport Accident Commission (TAC)<br>Department of Education<br>Department of Health<br>Victoria Police | Attend community road safety meetings/focus groups.<br><br>Attend forums with Department of Transport, VicHealth, Victoria Police.<br><br>Attend quarterly Road Safety Officers (RSO) networking meetings and other local government seminars. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | Surrounding councils<br>Kingston schools | Host bi-annual meeting with primary and secondary schools, and regular newsletters. |

## KRA 2: Leadership – Communication

**Objective: Engage the community – focusing on community needs and requirements.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 2.1 | Road safety messaging | Develop a simple communication and marketing strategy to support the plan and promote the City of Kingston as a leader in Road Safety education. | Department of Transport<br>Local press<br>Communications | Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips.<br><br>Arrange regular meetings and updates with Council's communications teams.<br><br>Update Council's road safety website road safety messaging.<br><br>Provide Council's communications with social media updates.<br><br>Produce road safety and mobility-related articles.<br><br>Provide regular updated information about road safety programs that are available (and support provided by Council) on local library boards, and communication hubs.<br><br>Use electronic variable message systems (VMS) on trailers for road safety messaging.<br><br>Design and print new road safety banners linked to road safety messages or activities being conducted by Council or other agencies.<br><br>Participate in community events with road safety messaging and pop-up stalls.<br><br>Work with multicultural advisors to determine appropriate road safety messages and programs for community members from culturally and linguistically diverse backgrounds. |

## KRA 3: Leadership – Monitor and evaluate

**Objective: Monitor and evaluate progress.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 3.1 | Monitoring and evaluation | To establish procedures for monitoring, evaluating and reporting on progress. | Victoria Police<br>Department of Transport<br>Kingston Community Groups<br>Transport Accident Commission (TAC)<br>Kingston Schools<br>Other Council departments | Produce an annual progress report of actions implemented or addressed.<br><br>Record road safety activities undertaken during this Strategy and evaluate their effectiveness.<br><br>Produce an 'annual' Road Safety Action plan based on monitoring and evaluation. |

## KRA 4: Leadership – Funding

**Objective: Target funds based on community requirements and Kingston strategies.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 4.1 | Internal funding | To provide a Council Road Safety Budget. | Internal | Ongoing Council support for programs such as WOW (Walk or Wheels Once a Week) Kingston and ELC (Early Learning Centre) learning. |
| 4.2 | External funding | Seek funding from external organisations. | Department of Transport<br>Transport Accident Commission (TAC)<br>VicHealth | The following road safety programs are fully funded through an annual grants program from the Department of Transport and managed by Council these programs are:<br>• Safe Routes to School – a 12-month intensive program for primary schools to determine safer walking and cycle routes to school, improve road safety and reduce congestion.<br>• Bike Education – an education program for primary and secondary schools to improve student riding skills and provide cycling instructor education training for teachers.<br>• Road safety programs for Novice Drivers aged 18–25 years old. The novice driver is a 'learner driver'.<br>• Fit to Drive (F2D) – workshops delivered in secondary schools focusing on personal safety, responsibility and strategies to make them safer drivers and passengers.<br>• Looking After Our Mates – an interactive program to promote safe driving, seat belt wearing, and responsible drinking and looking after your friends.<br>• Road Smart – a program for secondary schools. This includes class activities and an opportunity to drive with a qualified instructor.<br>• 'L2P' – is a free program that matches disadvantaged young people aged 16–21 years to obtain 120 hours supervise driving experience with a fully licensed mentor, including sessions at night.<br>• Pedestrian Safety and Awareness Program– aimed at secondary school students e.g. mobile phone distraction. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | • Bike Education for Seniors – a program that supports seniors through bike clubs.<br>• Safe Driver Program for Older Adults – an interactive one-hour program to assist seniors with an update on any rule changes and way to improve safety skills.<br><br>DOT also provides annual blackspot funding.<br><br>VicHealth provides grant funding for the Walk to School program. |

## KRA 5: Safer Use – Early childhood and safe school travel

**Objective: Promote awareness of road safety for young children, provide programs for early childhood and safe school travel, and help students travel to and from school safely.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 5.1 | Raise awareness and understanding | To provide and promote relevant information to young children, parents or carers about road safety and safe travel around early childhood centres and schools. | Department of Transport<br>Council Staff | Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips such as to, and from, school.<br><br>Update website information about early childhood and safe school travel.<br><br>Produce articles relating to early childhood and safe school travel.<br><br>Promote healthy active travel choices such as walking and cycling.<br><br>Distribute information to parents explaining the purpose and correct use of 'Kiss and Go' parking zones.<br><br>Produce and distribute 'Parking around my school' (PAMS) maps for schools. This encourages short distance parking and then walking or riding a bike the remaining short distance to school. This helps to relieve the traffic congestion around schools.<br><br>Promote and provide information at relevant local community groups and to professionals working with families - such as maternal and child health nurses, childbirth educators and ante-natal clinics. |
| 5.2 | Provide education and training programs | To provide early learning education to all Kingston Pre-school Centres and hubs. | Kingston kindergartens<br>Kingston schools<br>Bicycle Victoria<br>Department of Transport | 'Starting Out Safely' – Road safety education for pre-schoolers.<br><br>'Stop, Look, Listen, Think' – Preschool education program, including a visit to a local crossing with 'Lottie'. |

| | | | | |
|---|---|---|---|---|
| | | To provide education and training programs to all Kingston primary schools. | VicHealth<br><br>Kingston primary schools<br>Department of Transport<br>Department of Education<br>VicHealth | Child restraints sessions for parents and carers by trained educators covering selection, use and fitting of child restraints in cars.<br><br>Bike Ed – Work with schools to provide bicycle education programs to improve student riding skills and provide cycling instructor education training for teachers.<br><br>Walk to School – participate in program run in partnership with VicHealth every October.<br><br>Ride to School day – participate and fund 'Ride2School' day.<br><br>Bike Education – Support schools with training staff to facilitate Bke Ed.<br><br>Walk and Wheels Once a Week (WoW) – a 6-week program to encourage active travel.<br><br>Safe Routes to School program – a 12-month intensive program to determine safer walking and cycle routes to school, improve road safety and reduce congestion.<br><br>Park and Stride Program – produce maps and walking group training to encourage parking a short distance from schools and walk or riding the rest of the way. |
| 5.3 | Engineering and enforcement around schools. | To review roads safety around all through consultation, inspection, and implementation of traffic and enforcement measures to provide safer traffic conditions. | Kingston schools<br>Other Council Departments | Safe Routes to School – audit schools participating in this program, and where appropriate develop and deliver the school a safety traffic management program.<br><br>Reduce vehicle speeds near schools as part of the safe roads' speeding' program.<br><br>Inspect the safety of school crossings and identify locations where new or improved crossings can be provided.<br><br>Develop vehicle drop-off and pick-up areas around schools to improve safety such as 'Kiss and Go' parking zones.<br><br>Enforce safe parking behaviour near schools. |

| | | | | |
|---|---|---|---|---|
| | | | | **Produce decals for schools promoting cycling safely and using the footpaths correctly.** |

## KRA 6: Safer Use – Novice drivers

**Objective: Reduce the incidence of road trauma in novice drivers aged 18-25.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 6.1 | Raise awareness and understanding | Provide and promote relevant information to educate drivers aged 18–25 in relation to the dangers and responsibilities of driving. | Communications & Public Affairs, Kingston<br>Local Media | Update information about novice driving on the website.<br><br>Review existing information about novice driving and promote best practice, such as safe driving at night.<br><br>Produce articles each year relating to novice driving.<br><br>Host and attend regular meetings with key internal and external stakeholders to improve integration and best practice.<br><br>Promote messages about responsible driving at venues for young people (formal and informal) and though peer groups. |
| 6.2 | Education and Programs | Assist novice drivers to gain experience safely by offering value-based programs in secondary colleges and youth groups. | Fit to Drive Foundation<br>Department of Transport<br>Sport and Recreation<br>Good Sports<br>Kingston Schools | Fit to Drive (F2D) workshops in secondary colleges focusing on personal safety, responsibility and strategies to make them safer drivers and passengers.<br><br>Looking After Our Mates – interactive program to promote safe driving, seat belt wearing, and responsible drinking and looking after your friends.<br><br>Active Youth Programs for secondary school children targeting distractions such as mobile phone, whilst walking and riding to school.<br><br>Pedestrian Safety and Awareness to secondary school students e.g. mobile phone distraction.<br><br>'L2P' is free program matching disadvantaged young people aged 16–21 years to obtain 120 hours supervise driving experience with a fully licensed mentor, including sessions at night. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Road Smart – Secondary school class activities and opportunity to drive with a qualified instructor.<br><br>'Sharing Roads' training to increase driver awareness of vulnerable road users such as cyclists.<br><br>Provide regular training to all school crossing supervisors about road safety practice. |

## KRA 7: Safer Use – Older road users and road users with a disability

**Objective: Help people who are older or who have disabilities to travel safely and independently using the road and path network.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 7.1 | Raise awareness and understanding | To provide and promote relevant information to educate older road users and road users with a disability in relation to the dangers and responsibilities of driving, using the road and changing abilities. | Communications & Public Affairs, Kingston<br>Local Media<br>Department of Transport<br>Kingston City Council<br>Department of Transport<br>Community Health Services<br>Pharmacists<br>Victoria Police | Update website information about older road users and road users with a disability.<br><br>Produce articles relating to older road users and road users with limited mobility.<br><br>Distribute 'Older Driver' handbooks.<br><br>Promote safer driving, walking and motorised wheelchair-use through talks and information to seniors groups and disabled-peoples groups about road rules, effects of ageing, medication etc.<br><br>Attend festivals for older adults and to raise the awareness of road safety. |
| 7.2 | Education and Programs | To support with the delivery of programs targeted at older road users and road users with a disability. | Internal Departments, Kingston<br>Department of Transport<br>Community Health Services<br>General Practitioners (GPs)<br>Victoria Police | Bike Education for seniors – Support Senior bike clubs.<br><br>Safe Driver Program – an interactive one-hour program to assist seniors with an update on any rule changes and way to improve safety skills.<br><br>Advocate for and support community transport services for people who have difficulty accessing public transport and activity centres such as, accessible taxis services for the elderly and people with a disability, and support for services for mobility scooters such as electric charging points, school bus services, and mobility shopping services. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 7.3 | Engineering and enforcement of road safety measures for older road users and people with a disability | To identify and develop solutions for problems of access for older people or people with disabilities to public spaces and facilities, including public transport. | Internal Departments, Kingston<br>Department of Education<br>Public Transport Operators<br>Developers<br>Key stakeholders | Conduct safety reviews of activity centres and key pedestrian areas to improve accessibility for people with prams, wheelchairs, mobility scooters or a disability – in line with Disability Discrimination Act standards.<br><br>Audit and upgrade access for people with a disability at road crossing points (including ease of operation of pedestrian signal buttons, signal timings, steepness of pavement, crossovers).<br><br>Ensure design standards for access by people with disabilities are considered in planning approvals.<br><br>Undertake and audit existing accessible parking and ensure adequate provision for people with a disability and elderly drivers at key destinations.<br><br>Undertake accessibility audits in the design of proposed traffic measures – where appropriate. |

## KRA 8: Safer Use – Safer driving, speeds, alcohol, drugs, fatigue and other distractions

**Objective: Reduce the incidence of road trauma caused by speeds, alcohol, drugs, fatigue and other distractions.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 8.1 | Raise awareness and understanding | To provide and promote relevant information to educate the community about safe driving and the dangers of alcohol, speed, drugs, fatigue and other distractions whilst driving. | Communications & Public Affairs, Kingston<br><br>Local Media | Update website information relating to safer driving, speeds, alcohol, drugs, fatigue and other distractions whilst driving.<br><br>Review information about safe driving, speeds, alcohol, drugs, fatigue and other distractions whilst driving and promote best practice.<br><br>Develop and promote road safety information for drivers and passengers, focussing on ways to reduce the cause and severity of the most frequent types of road crashes.<br><br>Participate in publicity campaigns relating to speeding to help people understand the need to drive at safer speeds.<br><br>Increase awareness amongst motorists of the dangers of fatigue and driver distractions.<br><br>Attend community events and festivals to promote road safety messages such as non-drink driving, road safety messages about breathalysers, wearing seatbelts, and safely opening car doors. |

## KRA 9: Safer Use - Pedestrians

**Objective: Reduce the incidence of road trauma in pedestrians.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 9.1 | Raise awareness and understanding | To provide and promote relevant information to educate pedestrians about the safe use of the road network. | Communications & Public Affairs, Kingston<br>Local Media | Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips.<br>Update website information relating pedestrians.<br>Review pedestrian safety information and promote best practice.<br>Produce articles each year relating to pedestrians.<br>Update the Council's Cycling and Walking Plan.<br>Host and attend regular meetings with key internal teams and external stakeholders to improve integration and communication. |
| 9.2 | Education and Programs | Funding, support and participate in developing and delivering programs aimed at reducing the incidence of road trauma for pedestrians and encourage and support walking as a healthy means of transport. | Kingston schools<br>Local businesses<br>Other Kingston Council Departments | 'Walk to Work day' is an annual event encouraging people to walk to work.<br>Conduct community campaigns aimed at raising awareness of pedestrian safety in community languages.<br>Focus on pedestrian distraction programs. |
| 9.3 | Engineering and enforcement of safety for pedestrians | Conduct audits of major activity centres, Council facilities and other high pedestrian activity areas to ensure they are safe. | Department of Transport<br>Other Kingston Council Departments | Continue to design and install footpath markings such as decals to improve road safety awareness for people walking, and to encourage walking as a preferred transport choice, particularly for short trips.<br>Conduct pedestrian safety reviews of areas with high pedestrian activity or areas with high pedestrian crashes and propose measures to improve conditions for pedestrians.<br>Reduce vehicle speeds in busy pedestrian locations. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Review existing walking networks to identify gaps and deficiencies.<br><br>Prioritise works on local council roads to improve or complete a network of continuous pedestrian routes that are safe, direct, connected and accessible.<br><br>Advocate for stakeholders to complete pedestrian routes on roads or land they manage.<br><br>Work to increase pedestrian priority at traffic signals and provide new or safer existing pedestrian crossings.<br><br>Consider the needs of pedestrians in infrastructure upgrades and street maintenance programs.<br><br>Conduct regular safety inspections of footpaths, to identify uneven footpath surfaces, obstructions, impediments to access and poor lighting.<br><br>Develop and implement minimum level of services for the pedestrian network based on footpath widths, pedestrian demand, street trading activities, lighting levels, crossing points.<br><br>Improve pedestrian wayfinding and directional signs.<br><br>Assist organisations to ensure safe departure of patrons from entertainment venues/hotels and special events.<br><br>Assess and where necessary upgrade street lighting and visibility at key pedestrian locations.<br><br>Allocate more road space for pedestrians within a Movement and Place Framework. |

## KRA 10: Safer Use - Cyclists

**Objective: Reduce the incidence of road trauma for cyclists.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 10.1 | Raise awareness and understanding | To provide and promote relevant information to educate cyclists about safe use of the road network and seek to change social attitudes of motorist toward cyclists that better recognises the vulnerability of cycling. | Communications & Public Affairs, Kingston<br>Local Media | Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips.<br><br>Provide relevant information to promote road safety in relation to road safety for cyclists such as road rules, visibility, wearing helmets, and responsible behaviour.<br><br>Provide motorists information about giving appropriate space for cyclists.<br><br>Update the Council's Cycling and Walking Plan. |
| 10.2 | Education and Programs | To develop and deliver programs aimed at reducing the incidence of road trauma for cyclists and encourage and support cycling as a healthy means of transport. | Kingston Schools<br>Bicycle Victoria<br>Local businesses<br>Department of Transport<br>Other Council Departments | Safe Cycle Month – annual event starting in October is a Victoria Police initiative sponsored by Department of Transport.<br><br>Ride to Work Day – participate and fund Ride2Work day.<br><br>Assist outside organisations to develop and deliver programs and projects which work to reduce the incidence of road trauma for cyclists.<br><br>Develop and implement safety programs aimed at increasing helmet wearing rates including publicity, displays, activities, education, encouragement and positive policing. |
| 10.3 | Engineering and enforcement of safety | To identify and develop traffic management solutions for cyclists. | Department of Transport<br>Kingston City Council<br>Kingston Schools<br>Victoria Police | Plan and provide a safe and integrated on and off-road network of user-friendly cycle paths, which are well signed and link key destinations.<br><br>Where possible, encourage use of local, low-speed environments and safe cycle routes, rather than major arterial routes.<br><br>Review existing cycle networks to identify gaps and deficiencies. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Prioritise works on local council roads to improve or complete a network of continuous cycle routes that are safe, direct, connected and accessible.<br><br>Advocate for stakeholders to complete cycle routes on roads or land they manage.<br><br>Seek funding from the Department of Transport for the implementation of key strategic cycling corridors.<br><br>Prioritise improving cycle routes to large employers.<br><br>Improve route wayfinding and directional signs.<br><br>Consider the needs of cyclists in infrastructure upgrades and street maintenance programs – by inspecting, maintain and repair defects a timely manner.<br><br>Consider unintended impacts of traffic calming measures on cyclists during design process.<br><br>Review cycle crash statistics and where appropriate propose measures for improving safety of cyclists.<br><br>Investigate trial or permanent measures to separate cyclists from other road users or allocate more road space for cyclists – particularly on key routes – within a Movement and Place Framework.<br><br>Improved separation of cyclist from vehicle traffic, especially the opening of the doors of parked cars.<br><br>Investigate speed reduction on key cycle routes. |

## KRA 11: Safer Use – Motorcyclists

**Objective: Reduce the incidence of road trauma in motorcyclists.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 11.1 | Raise awareness and understanding | To provide and promote relevant information to educate motorcyclists about safe use of roads. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating to motorcycling.<br><br>Review motorcyclist information and promote best practice.<br><br>Produce articles relating to motorcycling.<br><br>Provide tips for riders of motorcycles about safer riding such as protective clothing, energy absorbing safety gear (like airbags and inflatable safety vests), filtering, speeds, and motorcycle safety features, for example anti-lock braking systems (ABS), linked breaking systems (LBS), and electronic stability control (ESC).<br><br>Provide information to motorcyclists about giving space for pedestrians when parking on footpaths. |
| 11.2 | Education and Programs | To develop and deliver programs aimed at reducing the incidence of road trauma for motorcyclists. | Kingston schools<br>Bicycle Victoria<br>Local businesses<br>Department of Transport<br>Other Council Departments | Assist outside organisations to develop and deliver programs and projects which work to reduce the incidence of road trauma for motorcyclists.<br><br>Investigate ways to improve training for motorcycle use at work – example food delivery riders and couriers.<br><br>Develop behavioural programs to raise awareness about safe motorcycling such as regular vehicle safety checks, awareness of blind spots and hazards, protective clothing, and manoeuvres associate with high crash record.<br><br>Develop and implement a motorcycle safety program including publicity, displays, activities, education, encouragement and positive policing. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 11.3 | Engineering and enforcement of safety for motorcycle | To identify and develop traffic management solutions for motorcyclists. | Department of Transport<br>Victoria Police | Consider the needs of motorcyclists in infrastructure upgrades and street maintenance programs – by inspecting, maintain and repair defects likely to affect motorcycle stability in a timely manner.<br><br>Review crash statistics and where appropriate propose or advocate for measures to improving safety of motorcyclists.<br><br>Consider anti-skid treatments, line markings, warning signs, sight lines, and visibility of kerbs/islands at motorcycle black-spots and sharp bends.<br><br>Consider unintended impacts of traffic calming measures on motorcyclists during design process.<br><br>Investigate better safety barrier protection for motor cyclists such as under-run protection and energy absorbing barrier posts and safer reflectors on high-risk motorcycle routes.<br><br>Better enforcement of speeding of motorcycles including registration plates at both the front and back of the motorcycle. |

## KRA 12: Safer roads

**Objective: Implement and advocate for traffic management actions and maintenance programs to create safer roads (and roadside infrastructure) and neighbourhoods for all road users.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 12.1 | Raise awareness and understanding | To provide and promote relevant information to create safer roads and neighbourhoods for all road users. | Department of Transport<br>Bicycle Victoria<br>Victoria Police<br>Sport and Recreation | Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips.<br><br>Encourage road users to walk, cycle or use public transport to reduce the risk or severity of being involved in a car crash.<br><br>Promote active transport choices to improve people's health and improve the environment.<br><br>Advocate with stakeholders for improved public transport services.<br><br>Advocate for improved 'post-crash care' when a serious crash occurs – particular consideration of emergency response times in road safety planning.<br><br>Advocate for the state government to implement new road projects that reduce freight on local roads.<br><br>Support state government measures that increase the transportation of freight containers by rail to reduce truck use on urban roads.<br><br>Advocate to state and federal governments for improved infrastructure, services, and funding to address safety concerns relating to public transport, arterial road network, cyclist, pedestrian and motorcycle routes, and road safety legislative amendments. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 12.2 | Education and Programs | Provide relevant Council officers with a sound knowledge of road safety. | Department of Transport | Appropriate Council staff to undertake formal road safety audit training. |
| 12.3 | Engineering and enforcement of safety measures | Investigate and deliver safety measures that address issues relating to road trauma. | Department of Transport<br>Victoria Police<br>Transport Accident Commission (TAC)<br>Other council departments<br>Metropolitan Fire Brigade (MFB)<br>Country Fire Authority (CFA)<br>Community organisations<br>Victorian Transport Association (VTA) | Review casualty crash statistics annually to identify high risk locations within Kingston.<br><br>Review procedures for the identification, analysis and treatment of locations on local streets which road users perceive to be hazardous.<br><br>Prioritise traffic measures on local road at locations of highest risk such as streets with a high casualty crash record, particularly if this is combined with high speeds, flows, and through traffic volumes.<br><br>Develop and deliver affordable programs (such as local area traffic management) to address road safety issues.<br><br>Consider the needs of vulnerable road users such as pedestrians and cyclists in the design and implementation or all transport infrastructure upgrades and street works.<br><br>Where appropriate undertake road safety audits in the design of proposed traffic measures.<br><br>Consider road safety in the design, upgrade of infrastructure and street maintenance programs of roads and roadsides.<br><br>Where appropriate, improve street lighting.<br><br>Review landscape and roadside vegetation management, and nature strip policies to ensure they consider road safety. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Consider road safety measures in planning applications and approvals.<br><br>Enforce parking restrictions throughout the municipality to promote the safe parking and movement of vehicles.<br>Identify safety issues on road managed by other road authorities and advocate for improvements.<br><br>Assist external organisations in the development and delivery of road safety programs, policy or legislative improvements for road safety.<br><br>Work with stakeholders to improve interchange facilities at stations and bus stops so they are safe and accessible.<br><br>Advocate to the state government for the continued removal of railway level crossings where there is a high casualty crash record.<br><br>Work with state governments and the Victorian Transport Association (VTA) for improved safety and enforcement of freight networks in the municipality.<br><br>Monitor the volume of heavy vehicles using the road network – particularly on local roads and work with relevant authorities to reduce truck traffic in residential streets.<br><br>Support initiatives that encourage well designed, compact, mixed use neighbourhoods that reduce the need to travel.<br><br>Support higher density development close to public transport to reduce car travel. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Ensure significant new development supports sustainable travel that promote safe, healthy and sustainable modes – through green travel plans.<br><br>Develop a road user hierarchy in which sustainable modes are prioritised over private cars particularly in activity centres and other areas identified within a Movement and Place framework.<br><br>Allocate more road space to public transport such as buses within a Movement and Place Framework. |

## KRA 13: Safer Speed

**Objective: Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 13.1 | Raise awareness and understanding | To provide and promote relevant information to educate staff, local businesses and the community in relation to safer speeds. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating to selecting safe speeds.<br>Review information about speed and promote best practice.<br>Produce articles each year relating to selecting safe speeds. |
| 13.2 | Education and Programs | To provide programs to staff, local businesses and the community in in relation to selecting safer vehicles safe speeds. | Victoria Police<br>Department of Transport | Work in partnership with Police to undertake speed awareness programs.<br>Use electronic variable message systems (VMS) trailers to advise on safe road speeds. |
| 13.3 | Engineering and enforcement of safety measures | Review speed limits on selected local council roads and investigate cost effective measures for speed reduction and enforcement. | | Audit speeds regularly, based on community feedback and the surrounding school community.<br>Reduce signed speed limits on selected local roads where the crash risk is high, and the streets are predominantly residential.<br>Investigate and where appropriate reduce speed limits in shopping precincts and around schools and other high pedestrian activity areas.<br>Consider use of advisory speed limits where appropriate such as at bends or crests in the road.<br>Examine the continuity of vehicle speed limits along individual stretches of road to ensure there are not too many speed limit changes that may confuse road users. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Where appropriate, install traffic calming management measures such as speed humps to reduce speeds.<br><br>Liaise with Victoria Police to advocate for enforcement of speeding and hoon behaviour.<br><br>Advocate for expanded use of speed cameras where speeding and casualty crash records show this is warranted. |

## KRA 14: Safer Vehicles - Fleet safety

**Objective: Promote the importance of fleet safety to businesses to help reduce the incidence of road trauma.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 14.1 | Raise awareness and understanding | To provide and promote relevant information to educate Council staff, and local businesses in relation to fleet safety in Occupational Health and Safety. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating to fleet safety.<br>Produce articles relating to fleet safety.<br>Assist with the production of a City of Kingston Fleet/Drive Safety policy. |
| 14.2 | Education and Programs | To provide programs to Council staff and local businesses in relation to fleet safety and its role within duty of care and Occupational Health & Safety. | Kingston schools<br>Local businesses<br>Department of Transport<br>Transport Accident Commission (TAC)<br>Royal Automobile Club of Victoria (RACV)<br>Other Council Departments | Work with the Procurement and Contracts team in relation to safe vehicle rating of Council fleet and promote selection of safer vehicles (ANCAP 5-star rating), including vehicles with high rating for pedestrian and bicyclist safety in crashes involving a car, as well as safety of driver and passengers.<br>Provide appropriate training for Council drivers.<br>Implementation of fatigue management procedures.<br>Encourage and support safe vehicles amongst local businesses.<br>Promote 'sharing road safety' training for truck drivers to increase awareness of vulnerable road users such as cyclists.<br>Advocate for the installation of rear vision cameras on vans, trucks, buses. |

## KRA 15: Safer Vehicles - Selecting safe vehicles

**Objective: Promote the importance of selecting safe vehicles to the wider community to help reduce the incidence of road trauma.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 15.1 | Raise awareness and understanding | To provide and promote relevant information to the wider community in relation to selecting safer vehicles. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating selecting safe vehicles.<br>Produce articles relating to selecting safe vehicles.<br>Promote vehicle safety publications such as 'How Safe is Your Car' and 'Used Car Safety Rating'. |
| 15.2 | Education and Programs | To provide programs the wider community in relation to selecting safer vehicles. | Kingston Schools<br>Local businesses<br>Department of Transport<br>Transport Accident Commission (TAC)<br>Royal Automobile Club of Victoria (RACV)<br>Australasian New Car Assessment Program (ANCAP)<br>Other Council Departments<br>National Heavy Vehicle Regulator (NHVR) | Investigate and support the benefits of existing, new and emerging transport technologies that may improve safety such as driverless cars, electric vehicles, car sharing, working from home, speed limited vehicles, antilock braking systems, intelligent speed assist devices, seat belt warning devices, passenger and driver air bags, following distance alerts, and traction control.<br>Attend vehicle safety community events and programs.<br>Support fitting safety options such as safe installation of child restraints.<br>Advocating for minimum vehicle safety standards for motorcycles.<br>Advocate for limiting the top speeds on motorcycles. |

# 8 APPENDIX

## 8.1 The City of Kingston

The City of Kingston is located 15km south of Melbourne's central business district and spans an area from Moorabbin to Carrum to Dingley Village. It covers an area of 91km$^2$ and is surrounded by the cities of Bayside, Glen Eira, Monash, Greater Dandenong and Frankston.




Kingston is a diverse community spanning a wide range of ages, household types and cultures. Census estimates show that in 2019, the City of Kingston was home to over 165,000 people. According to the State Government Victoria in Future (ViF), the population is projected to grow to about 200,000 in 2036. Increased population means more people and traffic sharing the roads.

In 2016, there were almost 63,800 dwellings in the municipality. This is forecast to increase to just over 78,000 by 2036.

The City of Kingston has a slightly lower percentage of the population aged under 15 years (just under 18%) compared to Greater Melbourne's average. However, it has a higher proportion of residents who are aged over 65 years (just over 17% compared with 14% for Greater Melbourne in 2016). By 2036, the proportion of older residents is predicted to increase to 20%. This trend is likely to mean more residents rely on non-car travel modes to maintain their mobility, social connectedness and wellbeing. It is also likely to see an increase in road safety issues associated with older road users.

Lone persons made up 24% of households in Kingston in 2016, while 3.8% of households have one parent with children under the age of 15. Five percent of Kingston's residents need assistance due to a disability. 5.4% of residents were unemployed, whilst 13% of Kingston's youth were unemployed.

The Kingston population also shares a wealth of cultural diversity with over 100 nationalities represented. In 2016, 31% of Kingston's population were born overseas, with the United Kingdom, India, China, Greece and New Zealand being among the most frequent places of birth. 26% of Kingston residents can speak a language other than English, while 4.3% of residents are not fluent in English.

Residents enjoy a diverse landscape of beaches, recreation facilities, world-class shopping facilities and industrial precincts.

Kingston is one of the state's main employment centres, having one of Victoria's largest and most concentrated industrial sectors. In 2016 there were approximately 16,000 businesses with over 73,800 people employed throughout the City of Kingston. Community and business networks play an important role in linking and supporting local businesses. Almost 30% of the community work locally and can thus enjoy shorter commute times and an improved work-life balance.

Kingston's shopping amenities range from local neighbourhood shops and friendly village strips to the larger Southland Shopping Centre. There are major activity centres in Moorabbin, Cheltenham, Mentone, Mordialloc and Chelsea. Other key features include Moorabbin Airport, the Patterson River, thirty-eight colleges and schools, natural wetlands and outstanding golf courses.

## 8.2 Travel in the municipality

Residents and visitors to the municipality make decisions every day about the type of transport they will use. The choice of travel mode is determined by many factors such as the:

- distance to destinations
- facilities close by
- proximity to and reliability of public transport
- availability of parking
- cost of fuel, vehicle maintenance and parking
- convenience of various transport modes - such as the amount of time they take to get to a destination and accessibility
- environmental impacts of the travel choices, such as energy use and impacts on air quality
- health impact of sedentary lifestyles on obesity and cardiovascular diseases.

The travel choices we make have an impact on the number and type of road users in the municipality, and this influences road safety.

### 8.2.1 Active travel modes

Active travel modes (such as walking and cycling) and public transport can positively contribute to a safe, attractive, sustainable environment. Walking and cycling are inexpensive and healthy modes of travel. However, most cycle trips in Kingston are made for recreation rather than work or accessing other destinations such as shops, schools and public transport. Many local journeys in the municipality are relatively short – less than 5km. The city of Kingston has excellent potential for increasing cycling as it is relatively flat and has a 'spine' of activity centres and destinations along the bay. However, encouraging more people to cycle and walk is dependent on the existence of a connected network of safe routes suited to people in all age groups and abilities.

### 8.2.2 Public transport

Public transport helps link people to places they want to go. It provides an alternative travel choice for people who do not have access to a car – either because they are too young, too old, have a disability, or because they choose not to or cannot afford to own a car. Whilst Kingston is served by two train lines and 25 bus routes, there are significant service gaps within the network. Rail primarily services the activity centres dotted along the coast. Though the bus network provides good overall coverage in the municipality, there are opportunities for improvement in scheduling, route servicing and reliability. The City of Kingston is a strong advocate for additional public transport services that are safe and accessible to meet the needs of the community.

### 8.2.3 Taxis

Taxis are recognised as an important transport mode in Kingston and Council is working towards improving the safety, accessibility, capacity and convenience of taxi ranks, particularly for people with disabilities.

### 8.2.4 Accessibility

Council is responsible for maintaining about 600km of municipal roads and 1,000km of footpaths within the municipality. Measures that make roads safer for older people, younger people and more accessible for people with a disability also make streets safer and accessible for all road users such as parents with prams or young children.

The 2016 Australian Bureau of Statistics Census data reveals that:

- 6.2% of Kingston households do not own a car
- 34.7% of households within the City of Kingston own one car
- 37.5% own two cars
- 14.7% own three cars or more
- 6.9% of respondents did not answer this Census question.

The average car ownership in the municipality is 1.6 cars per dwelling. Separate houses, such as freestanding house, have the highest average car ownership of just under two cars per dwelling. While medium-density dwellings have a car ownership of 1.4 and high-density dwellings have a car ownership of 1.2 cars per dwelling.

### 8.2.5 Travel to work

The Census data shows that 68.6% of residents who travel to work do so by car, 13.4% use public transport, and 2.4% walk or cycle. Kingston residents have a slightly higher reliance on private vehicles to get to and from work than the average for Greater Melbourne (64.1%).

Kingston's industrial precincts employ a high number of workers from within the Kingston municipality. This helps residents to avoid travelling long distances to work outside the city. The continued viability of Kingston's businesses is critical to maintaining and increasing employment levels within the municipality. Many businesses rely on easy access to goods delivery. If this access becomes difficult, businesses may move elsewhere, taking their jobs with them. Linking industrial precincts with direct and connected arterial roads means freight vehicles will also be less reliant on local roads. This can remove the conflict between trucks and pedestrians, cyclists, and cars, making the local road network safer and less congested for all. Nevertheless, the *Victorian Freight Plan 2018* shows that metropolitan Melbourne freight volumes are predicted to more than double between 2021 and 2051 due to growing population, associated economic growth and globalisation.

### 8.2.6 COVID-19

In early 2020 the World Health Organisation announced COVID-19 as a pandemic. To protect others and stop the spread of the virus in Australia, the state and the national government introduced restrictions. This helped to maintain the practice of good hygiene, physical distancing, limits on public gatherings and (if necessary) self-isolation.

These restrictions have had a profound short-term and potentially long-term impact on how we travel. Furthermore, the restrictions highlighted the necessity of COVID-safe travel. The impacts on travel include, for example:

- a shift towards working from home
- the delivery of learning and education online
- the need for flexible start and end times for work and education
- an increase in walking and cycling locally
- fewer cars on the road
- the increased demand for home delivery for shopping or pick-up services from supermarkets
- decreased use of public transport.

The effect of this on the City of Kingston may increase the trend towards more cycling, walking and motorcycle use in our municipality. The promotion of COVID-safe use of public transport may also help to increase usage. We may also see a reduction in travel as Council supports initiatives that encourage well designed, compact, mixed-use neighbourhoods.

As schools returned to on-site learning following COVID-19 lockdowns, Council responded to this challenge by designing and offering road safety packages with options to help schools with staggered pick-up and drop-off times to support physical distancing.

## 8.3 Community consultation on road safety

This Road Safety Strategy has been prepared through consultation with internal and external stakeholders and the wider community to ensure that the tasks and actions are consistent with their expectations and needs.

Community consultation was undertaken through a *Your Kingston Your Say* online survey in August 2021. The survey provided respondents with the opportunity to express feedback on the draft Strategy and Council's current road safety programs.

The overall feedback from the community were suggestions for educational content for the variety of road users in the municipality.

People would like to focus more on bike education for primary and secondary schools; to promote and encourage more schools to include road safety education in the pre and primary schools; to provide more information on safe driving practices and reduce drugs and alcohol for novice drivers in secondary schools.

## 8.4 Road crash statistics

The following statistics have been obtained through the DOT's Road Crash Information System (RCIS). The statistics represent the number of injuries and deaths caused by road crashes. Crashes that resulted in vehicle or property damage (or both) and that have not been attended to by Police are not included.

### 8.4.1 Trends

Figure 4 shows the number of persons injured in road crashes in Kingston between 1987 to 2019.

The number of persons injured has fallen from about 1,100 per year in the late 1980s to about 450 per year over the last five years.

On average, 77% of these injuries in road crashes occurred on the Department of Transport's arterial road network.

### 8.4.2 Severity

**Severity of injuries**

Figure 5 shows the severity of injuries to people involved in road crashes on Kingston's roads between 1987 and 2019.

The figure shows that just over 70% of injuries are 'other' injuries – not serious or fatal. Fatal injuries are thankfully low in number – about five a year between 2015 to 2019 – of which three a year were on the arterial road network

Figure 4
**Number of persons injured in road crashes in Kingston**

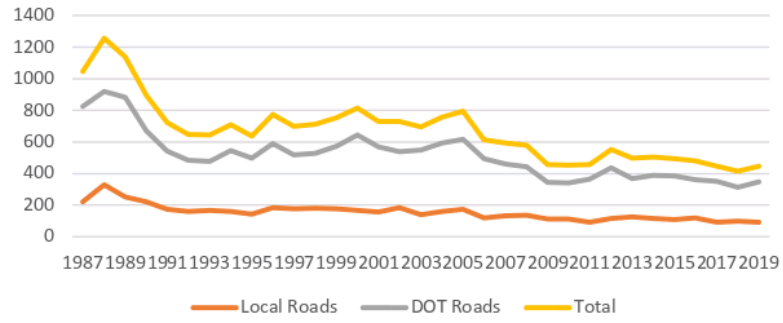
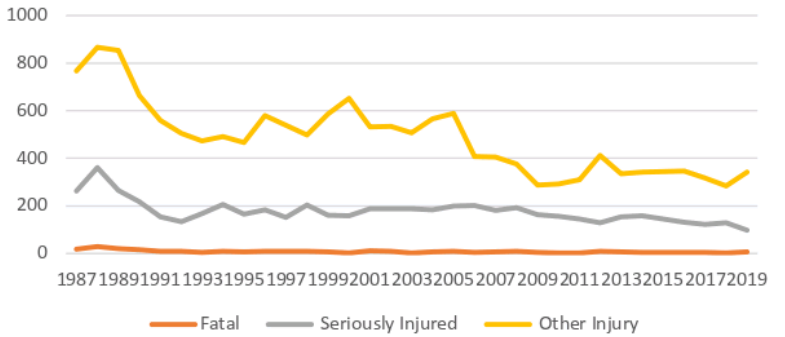



Figure 5
**Number of persons injured on all roads - by severity of injury**



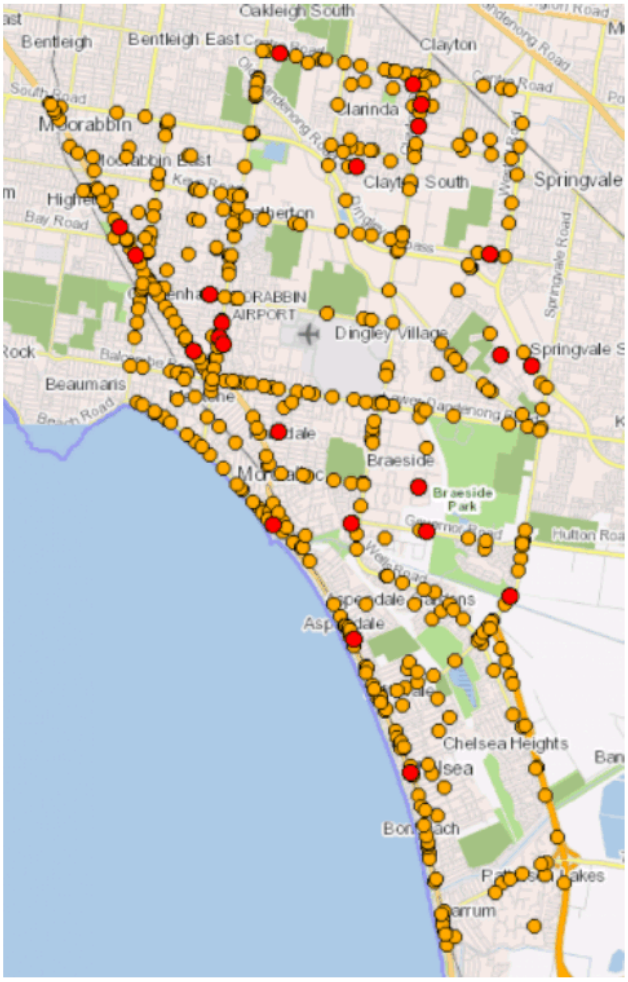

*Note: In December 2005, Victoria Police changed the classification of serious injuries and minor injuries sustained in road crashes, making it difficult to compare injury levels over time.*

**Serious and fatal crashes**

Figure 6 shows the serious crashes (orange dots) location and fatal crashes (red dots) in the municipality between 2015 and 2019.

Just over 77% of the 647 people seriously injured or killed in crashes on roads in the municipality occurred on the Department of Transport's arterial road network.

Figure 6
**Serious and fatal crashes (2015–2019)**



### 8.4.3 Age

Figure 7 shows the age of people injured on all roads and by road user type in Kingston between 2015 and 2019.

A total of 2,280 people were injured on Kingston's roads during this period. About 22% of these were aged between 17 and 29.

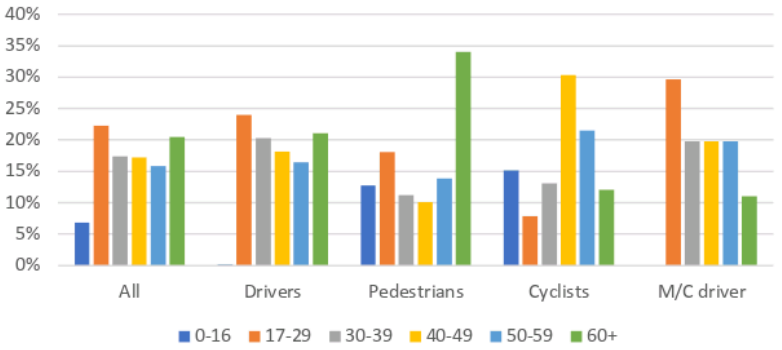
Of the 1,365 car drivers injured, 24% were aged between 17 and 29. This is a reduction compared with the five-year period from 2011 to 2015 when it was about 33%. This reduction indicates the success of targeted road safety messages, the provision of training and the legislation relating to this younger age group.

Of the 192 pedestrians injured, 34% were aged 60 or over. This indicates that older road-users represent a disproportionate number of pedestrians injured in casualty crashes. Generally, older people are inclined to suffer from more health issues, and they find it harder to recover from injuries. Therefore, they are more likely to be injured or die if involved in a crash than a younger road-user.

Over the five-year period, 193 cyclists were injured. The highest percentage of these (30.4%) were in the 40–49 age group, and a high proportion was also represented in the 50–59 age group. Young cyclists (16 or younger) also made up a high proportion of bicycle casualties.

Young motorcyclists aged 17–29 represented almost 30% of the 173 motorcycle driver injuries, reflecting the relative inexperience of these drivers.

Figure 7
**Persons injured by age and type of road user (2015-2019)**




*Note: the age of the road user was unknown for a small number of injured people. This group has been excluded in the percentages.*

### 8.4.4 Road Users

**Injury by type of road user**

Figure 8 shows the percentage of the 2,280 people injured on Kingston's road by type of road-user.

Drivers and passengers make up 75% of people injured. Pedestrians, cyclists, motorcyclists (and pillion passengers) make up the remaining 25%.

Vulnerable road users such as motorcyclists and cyclists often represent a low proportion of road users and are therefore over-represented in the casualty crash statistics.

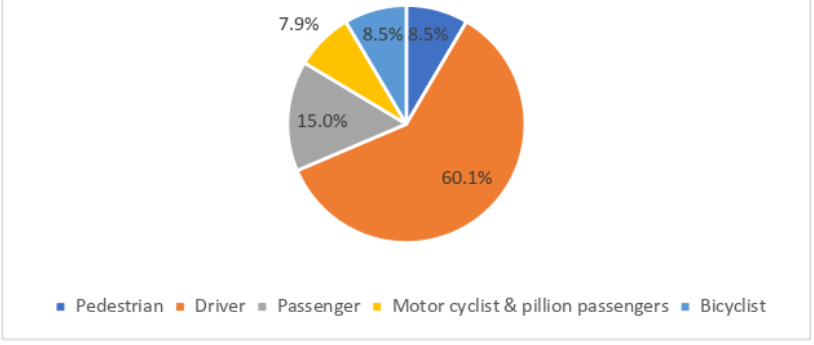
**Severity of injury by type of road user**

Figure 9 shows the severity of people injured on Kingston's road by road user.

The figure shows that vulnerable road users such as pedestrians, motorcyclists, and cyclists are more likely to be killed or seriously injured than car drivers and passengers.

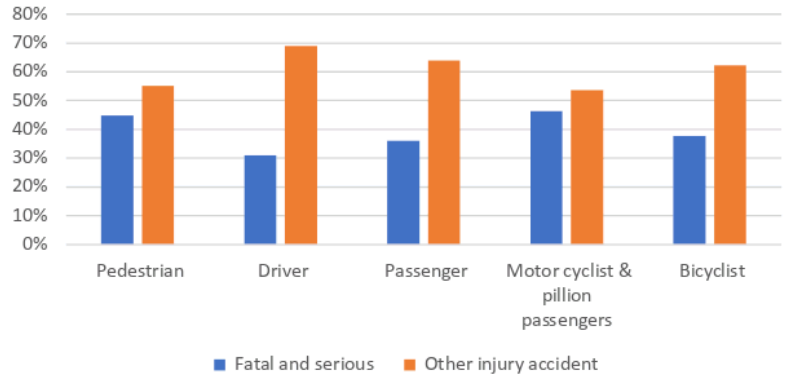
The experiences observed in Australia and around the world are that encouraging more people to cycle and walk is highly dependent on the existence of a connected network of safe routes suited to people of all age groups and abilities.

Figure 8
**Persons injured by type of road user (2015-2019)**




*Note: the type of road user was unknown for a small number of injured people. This group has been excluded in the percentages.*

Figure 9
**Severity of injury based on type of road user**




*Note: the type of road user was unknown for a small number of injured people. This group has been excluded in the percentages.*

### 8.4.5 Gender

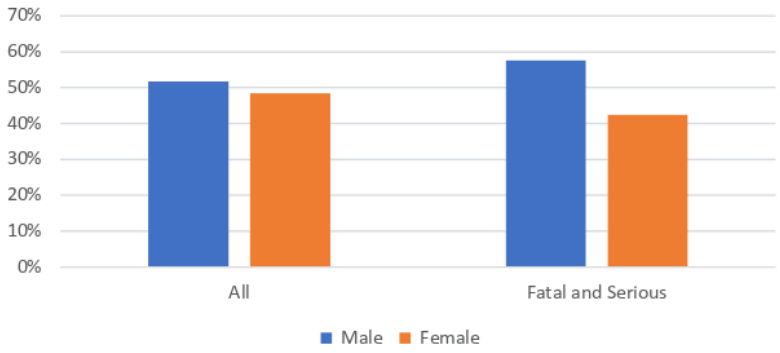
Figure 10 shows that men and women make up approximately the same percentage of the 2,280 people injured on Kingston's road between 2015 and 2019.

However, men are disproportionality represented in the fatal and serious injury categories at almost 58%.

### 8.4.6 Vehicle Type

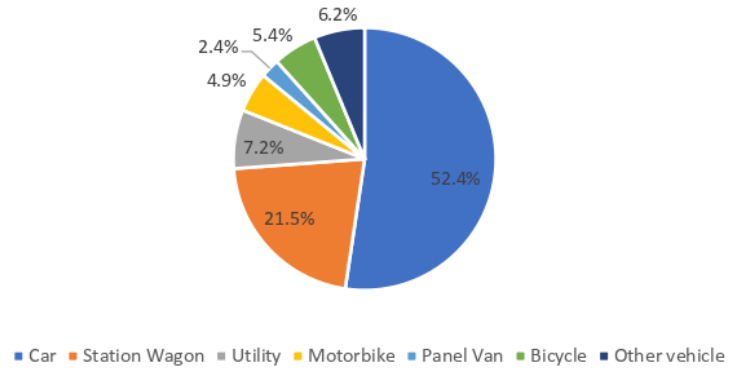
Figure 11 shows that the predominant type of vehicle involved in crashes were cars and station wagons (74%).

Figure 10
**Persons injured based on gender (2015-2019)**




*Note: the gender of the road user was unknown for a small number of injured people. This group has been excluded in the percentages.*

Figure 11
**Vehicle Type (2015 -2019)**



### 8.4.7 Crash Type

There were 582 fatal or serious crashes amongst 1,803 casualty crashes in the five years between 2015 to 2019. The dominant types of crashes are:

| DCA | Type | All Crashes | % Fatal and Serious |
|---|---|---|---|
| 130 | Rear-end | 24.8%; | 17.5% |
| 121 | Right through | 14.1%; | 13.6% |
| 113 | Right near | 7.3%. | 6.9% |

Of the 1,803 casualty crashes, 184 involved crashes with pedestrians (10.2%). 46.7% of these involved the pedestrian hit by a vehicle from the right.

| DCA | Type | All Crashes |
|---|---|---|
| 100 | Pedestrian hit by vehicle from the right | 46.7% |
| 102 | Pedestrian hit by vehicle from the left | 21.2% |
| 101 | Pedestrian emerges from in front of parked or stationary vehicle | 7.1% |

184 crashes also involved cyclists (10.2% of crashes).

| DCA | Type | All Crashes |
|---|---|---|
| 121 | Right through | 15.2% |
| 147 | Vehicle strikes another while emerging from driveway | 12.5% |
| 113 | Right near | 8.7% |
| 130 | Rear-end | 8.2% |

174 crashes also involved motorcyclists as a driver or passenger (9.7% of crashes).

| DCA | Type | All Crashes |
|---|---|---|
| 174 | Out of control on straight carriageway | 17.2% |
| 130 | Rear-end | 14.9% |
| 121 | Right through | 11.5% |

14.1% of casualty crashes involved a collision with a fixed object (such as a tree or pole).

## 8.5 Crashes involving alcohol and other drugs

The Department of Transport statistics show that there were 574 casualties during high alcohol times within the City of Kingston during 2015-2019. VicRoads define high alcohol times as time periods where alcohol is more likely to contribute to crashes, generally between 6 pm and 6 am.

## 8.6 Speed

Speed reduction has two major impacts on road trauma because the speed of travel influences the number of crashes that occur as well as the severity of crashes.

Figure 12 shows the severity of a crash is directly related to speed. At lower speeds road users have more time to react and make decisions; they are less likely to lose control; are more likely to take evasive action and stop in a shorter distance. Additionally, lower speeds result in reduced injury severity in crashes which do occur because of the lower levels of crash impact energy involved. Improved speed management can make a significant contribution to the overall improvement in road safety outcomes in Victoria.

Speed continues to contribute to a high proportion of crashes within the City of Kingston. The challenge for Council is to deliver educational messages to the community that speed not only includes driving above the posted speed limit, but also driving at inappropriate speeds for the conditions, e.g. wet and slippery roads, sun glare, heavy traffic, high pedestrian or cycle use areas, and within road work zones.

At the heart of *Towards Zero* is the belief that human health is more important than anything else. It acknowledges that, as people, we make mistakes. Our bodies are strong up to a point, but if we are hit at high speed, we can withstand only so much force before we break. The likelihood of being killed or seriously injured increases dramatically with speeds as low as 30km/hr. Children and older people are most at risk if hit above those impact speeds.

This vision is underpinned by the Safe Systems approach to safety. That's why we need to build safer road systems for everyone.

Figure 12
**Relationship of speed and risk of pedestrian fatality**

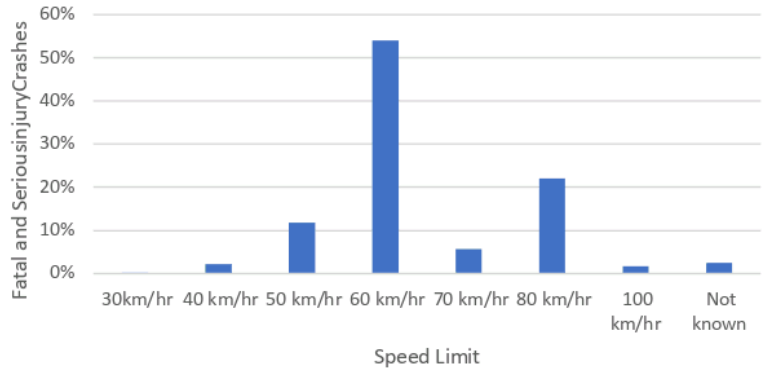



Council Officers regularly monitor the speed of motorists on local roads to help inform decisions regarding the need for educational and infrastructure programs. Where appropriate, Council also reviews the speed limits on key roads.

Figure 13 shows that 54% of the 582 fatal and serious crashes between 2015 and 2019 on Kingston roads were on roads with a speed limit of 60km/hr.

22% were on roads with speed limits of 80km/hr.

Figure 13
**Fatal and serious injury crashes - by speed limit**




## 8.7 High crash locations

Safe roads are an essential component of the Safe System. Therefore, it is necessary that high crash locations be given attention in a coordinated way across local and state governments.

There are many high crash locations within the City of Kingston, with most on arterial roads under the DOT management. The intersections on arterial road locations with the highest number of crashes during 2015–2019 are listed below in Figure 14.

Figure 14
**High crash locations on arterial roads (2015–2019)**

1. Warrigal Road at Nepean Highway
2. Westall Road at Rowan Road
3. Warrigal Road at Bernard Street
4. Westall Road at South Road
5. Mornington Peninsula Freeway at Springvale Road
6. Nepean Highway at Bay Road
7. Centre Dandenong Road at Chifley Drive
8. Lower Dandenong Road at Springvale Road
9. Nepean Highway at Chesterville Road
10. Nepean Highway at Centre Dandenong Road

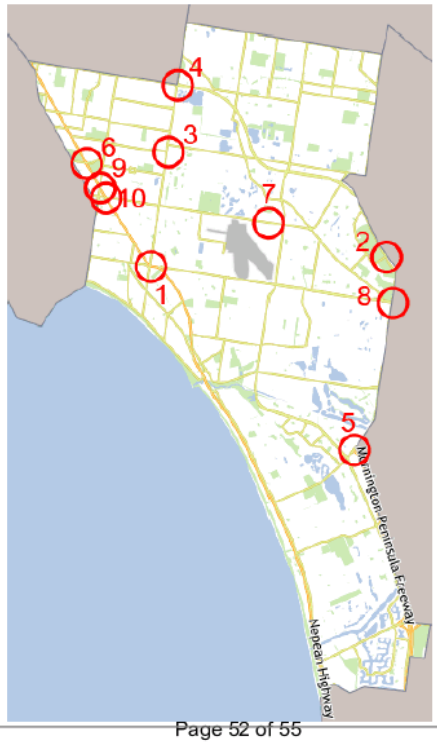


Figure 15 shows the high crash locations at intersections (known as black spots) or length (black links) on local roads.

Figure 15
**High crash locations on local roads (2015–2019)**

1. Charman Road at Park Road (black spot)
2. Station Street at Thames Promenade (black spot)
3. Charlotte St at Meriton Place (black spot)
4. Station St from Berry Ave to Blantyre Ave (black link)
5. Station St from Nepean Highway to Harrison Lane (black link)
6. Charman Road from Railway Road to Glebe Ave (black link)




Each year, Council reviews the casualty crash records on Council roads over the last five years to identify black spots and links for possible funding. As a way to determine the sites to take forward for detailed design, funding and implementation, Council considers factors such as:

- projects recently undertaken or are programmed to occur
- clear patterns of crashes at a location
- cost-benefit of funding the scheme.

For example, Thames Promenade at Station Street and Charman Road in Cheltenham are subject to level crossing removal works and therefore do not warrant further blackspot investigations.

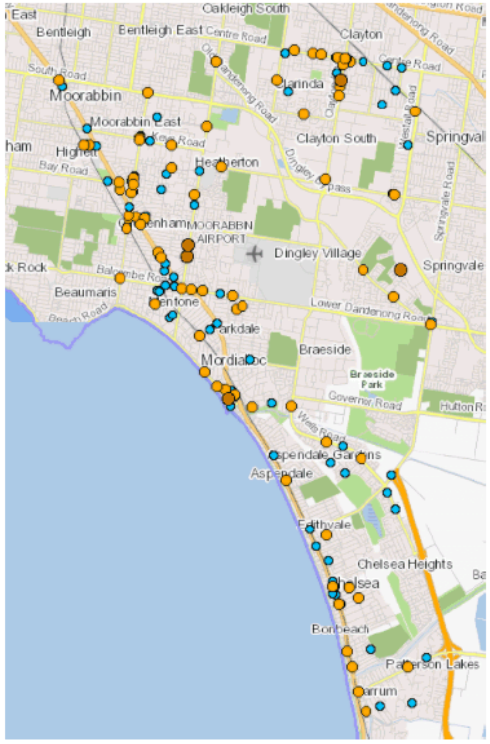
Council can also develop Local Area Traffic Management (LATM) works such as speed humps in local streets that are identified as traffic trouble spots and seek funding from State Government and other funding bodies. These investigations consider a range of issues such as casualty crashes, speeds, flows, through-traffic volumes and community feedback. Sites with high casualty crashes, speed, and through-traffic are given a higher priority for taking forward to design and implementation.

This Road Safety Strategy does not address the specific infrastructure needs of individual streets. However, it compliments other Council policies and plans that address 'blackspot' sites, plan traffic treatments and outlines the process for advocating for DOT resources.

**Pedestrian casualty crashes**

Figure 16 shows the location of pedestrian casualty crashes. The dot map shows clusters of pedestrian casualty crashes close to the shops at the intersections of Centre Road and Clayton Road, Cheltenham and Southland, Mentone, Mordialloc, and Chelsea, particularly on the DOT arterial road network.

Figure 16
**Pedestrian casualty crashes**

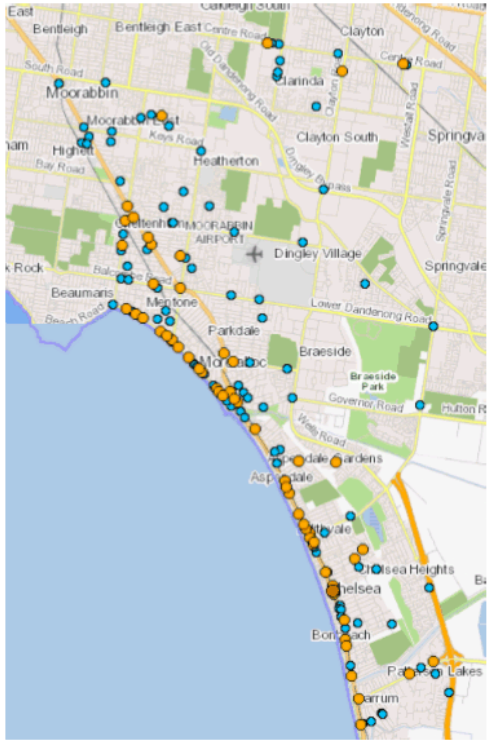



**Bicycle casualty crashes**

Figure 17 shows the location of bicycle casualty crashes. The dot map shows that bicycle casualty crashes are focused on roads along the bay such as Beach Road, Nepean Highway and Station Street, with many the serious crashes also occurring on these roads.

The completion of the segregated cycle paths on Beach Road and on Station Street are important measures to address this casualty crash record.

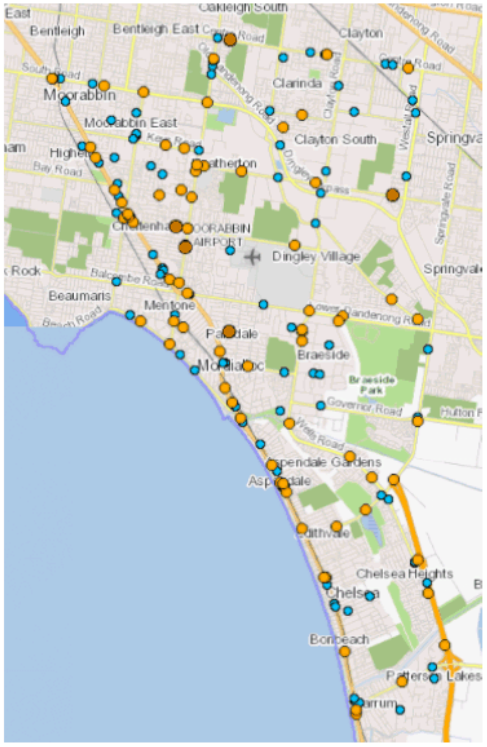
Figure 17
**Bicycle casualty crashes**




**Motorcycle casualty crashes**

Figure 18 show the location of motor casualty crashes. The dot map shows that motorcycle casualty crashes are more dispersed over the municipality, however, they are located mainly on the DOT arterial road network

Figure 18
**Motorcycle casualty crashes**



## 8.8 Government role in transport

### 8.8.1 Council

Council plays a significant role in delivering transport outcomes across the municipality. These roles include:

- Managing the local road network such as maintaining local roads and paths (including off-road paths though Council reserves) and traffic management measures on local roads (such as speed humps) as part of Local Area Traffic Management studies.
- Applying relevant legislation and regulation such as management and enforcement of parking restrictions and issuing permits for heavy vehicles to travel on local roads.
- Providing evidence to support policy and planning, e.g. investigating new transport strategies and assessing the transport issues relating to planning applications for new developments within the State Government's Planning Scheme scope.
- Advocating, partnerships and funding. Council works with other organisations on major traffic projects (such as removing level crossings) and changes to the DOT network (such as extending the Mornington Peninsula Freeway – Mordialloc bypass). The Council seeks funding for 'blackspot' works on local council roads from DOT or other external sources.
- Engaging with the community and implementing behaviour changes. Council works with communities and businesses to understand travel needs and encourage the use of active transport. For example, Council consults residents, provides programs to encourage children to walk to school, provides road safety advice to residents and developers, and improves accessibility for all community members.

### 8.8.2 Federal and State Government

The Australian Government prioritises and progresses transport infrastructure of national significance. It also provides funding for transport projects primarily carried out by the state and local roads projects through the 'Black Spot' and 'Roads to Recovery' programs. They are responsible for economic policy, raising most transport taxes, emissions reduction, major funding projects, regulation and airports.

State governments prioritise and progress transport infrastructure of state-wide significance along with the main road network. The Victorian State Government is responsible for main transport legislation, vehicle registration fees, strategic land-use planning, freight and ports, public transport, freeways, highways and main roads, strategic road safety, major cycle trails, travel demand management, and the allocation of state and federal funding for transport projects. The Department of Transport (DOT) manages the arterial road network in Victoria.



City of KINGSTON

July 2021

# Road Safety Strategy

## DRAFT Consultation Version

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# 1 EXECUTIVE SUMMARY

## 1.1 Purpose

The purpose of the City of Kingston's Road Safety Strategy 2021–2026 is to provide an evidence-based document that sets out a five-year program of tasks and actions known to be effective in improving road safety in the municipality for all road users.

## 1.2 Vision

The following vision has been set for this Strategy:

> ***"To reduce the number of people killed or injured in road crashes in Kingston to zero and reduce the severity of injuries."***

While we are not likely to see the elimination of death and serious injury in Kingston by 2026, the implementation of the tasks and actions in this Strategy will lay the foundations for a safe system of road travel. The aim for the City of Kingston is, therefore, to reduce road trauma by creating a road system that is safe, accessible and environmentally sustainable for everyone.

## 1.3 Approach

The Road Safety Strategy has been developed using the 'Safe System Approach'. This is consistent with the *Victorian Road Safety Strategy (2021–2030),* which seeks to improve road safety for all road users, and Victoria's *Towards Zero* plan to ensure no one is killed or seriously injured on our roads.

The Safe System Approach is an internationally recognised framework to reduce road trauma and is recognised as best practice in Australia. It is an inclusive method for improving road safety that caters to all road system users. It recognises that people may make mistakes and have road crashes – but that the system should be forgiving, and those crashes should not result in death or serious injury.

The Safe System road safety model identifies four factors that need to work together to ensure no-one is killed or seriously injured on the roads. These are Safer Road Users, Safer Roads, Safer Speeds and Safer Vehicles. This model has informed the development of five key response areas that will help achieve the Road Safety Strategy vision.

In 2020, Council adopted the *Kingston Integrated Transport Strategy* (KITS). The KITS is a high-level 'umbrella' document that sets the direction for the management of transport. Additional transport strategies, such as this Road Safety Strategy, sit within the KITS.

## 1.4 Key response areas

Implementing the Road Safety Strategy requires a strong partnership approach between Council, government agencies, industry and the wider community. This will be achieved through five key response areas: leadership, safer use, safer roads, safer speeds, safer vehicles.

Under these five key response areas lie fifteen objectives (listed in Table 3) and are summarised below:

- Provide strong leadership in the coordination, communication, evaluation and funding of road safety.
- Promote and advocate for safe, consistent and compliant behaviour through well-informed and educated road users.
- Implement and advocate for safer roads and neighbourhoods for all road users through traffic management measures and maintenance programs.
- Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour.
- Advocate and promote the importance of selecting safe vehicles.

This will ensure we build a road system that is safe, accessible and environmentally sustainable for everyone.

# 2 INTRODUCTION

## 2.1 Road safety strategy purpose

Every year, on average, around 450 people in the City of Kingston are killed or require medical treatment because of a road casualty crash. These fatalities and injuries have long-term social, psychological, financial and environmental effects on the people involved and the wider community. The emotional suffering resulting from deaths and injuries are immeasurable. Still, the Australian Road Research Board (ARRB) estimated that in 2019 road injury and death cost the Australian economy over $30 billion each year.

The unpredictable nature of human behaviour in the complex traffic environment means it is unrealistic to expect that all crashes can be prevented. However, we can plan for the best course of action to decrease the number of fatalities and serious injuries to zero.

This will take a collective response across Council, our local community, our partners and stakeholders, and government agencies to ensure that together we can create and maintain safer roads.

The purpose of a Road Safety Strategy is to provide the direction and actions that will have the maximum impact on improving road safety for all road users. This Strategy is an evidence-based strategic document that sets out a five-year program of tasks and actions known to effectively reduce the number and severity of road casualty crashes in the municipality.

## 2.2 Vision, aim and objectives

At the City of Kingston, our aim is:

> ***"To reduce the number of people killed or injured in road crashes in Kingston to zero and reduce the severity of injuries."***

While we are not likely to see the elimination of death and serious injury in Kingston by 2026, the implementation of the tasks and actions in this Strategy will lay the foundations for a safe system of road travel. The aim of this Strategy is, therefore, to create a road system that is safe, accessible and environmentally sustainable for everyone.

The Strategy vision will be achieved through five key response areas: leadership, safer use, safer roads, safer speeds and safer vehicles. The key response areas are supported by fifteen objectives set out in Table 3 and summarised in Table 1 below.

The key response areas are consistent with several state and local government high-level strategies. The state government's *Victorian Road Safety Strategy (2021–2030), Towards Zero* and the 'Safe System approach' provide overarching road safety direction. Kingston's *Our Roadmap Council Plan 2017–2021* and the *Integrated Transport Strategy (KITS)* set the direction for the management of transport for the municipality. The aims and objectives of these documents are incorporated in this Strategy.

**Table 1. Road Safety Strategy vision through key response areas and objectives**

| Key response area | Objectives for the key response area |
|---|---|
| **Leadership** | *Provide strong leadership in the coordination, communication, evaluation and funding of road safety.* |
| **Safer Use** | *Encourage safe, consistent and compliant behaviour through well-informed and educated road users.* |
| **Safer Roads** | *Implement and advocate for safer roads and neighbourhoods for all road users through traffic management measures and maintenance programs.* |
| **Safer Speeds** | *Complement the road environment with speed limits.* |
| **Safer Vehicles** | *Advocate and promote the importance of selecting safe vehicles.* |

Given that the Strategy's vision and aim are longer-term in nature, the Strategy must be flexible enough to adapt to the changes with: geographic and demographic information, transport trends, road crash statistics, the national, state and local policy context, feedback from public consultation and key stakeholders, and sources of funding.

An effective start to meeting our long-term vision and aim is to implement short-term tasks and actions. This Strategy, therefore, includes an Action Plan (Section 7) which outlines a range of tasks and actions over five years.

The Action Plan will require on-going and regular monitoring, review and amendment. Consequently, the priorities may change during Strategy's life, and this has been addressed by creating yearly action plans. This approach is helpful for Council to respond and adapt to the changes as they occur.

## 2.3 Development of the road safety strategy

The preparation of the Road Safety Strategy has included:

- A review and analysis of current census and traffic trends.
- A review and analysis of casualty crash statistics in the Kingston municipality.
- A review of the federal, state and Council policies and guidance on road safety.
- An evaluation of the previous Road Safety Strategy to identify improvements on previous actions.
- A discussion with internal Council staff that relates to travel and transport within Kingston.
- community consultation.
- A review of Council's role in delivering road safety actions in partnership with other stakeholders.

This process has enabled the major road safety issues to be prioritised and considered alongside the state and federal government's priorities. This in turn has shaped the Council's priorities, tasks and actions for road safety and is outlined in the Action Plan for this Strategy.

The findings on traffic trends, casualty crash statistics and the community consultation can be found in Section 8: 'Background information'.

# 3 POLICY CONTEXT

State and local government plans and strategies influence and help to inform the development of this Strategy.

## 3.1 State Government Context

### Victorian Road Safety Strategy 2021–2030

The *Victorian Road Safety Strategy 2021–2030* sets out the state's road safety objectives, key priorities and road trauma reduction targets for the decade to 2030. It aims to halve all road deaths and significantly reduce injuries by 2030 and sets Victoria on the path towards zero deaths by 2050. The goals to be achieved by 2030 build on the Safe System principles, the National Road Safety Strategy and previous Victorian road safety strategies.

One of the guiding principles on how the state road safety objectives will be achieved is the "safe system approach that is coordinated and collaborative and includes all the Road Safety Partners of Victoria."

### Towards Zero (2016–2020)

*Towards Zero* (2016–2020) is the state government's previous road safety strategy. This is Victoria's plan to ensure that no-one is seriously injured on our roads. It acknowledges that we all face risks on our roads, but the choice to use the road shouldn't cost us our lives. This is why we need a safe transport system that protects us from our own mistakes and those of others. We can change road safety for good by improving the safety of our roads, our vehicles and our behaviour.

*Towards Zero* aims to be free from road fatalities and serious injuries and the vision is underpinned by the Safe System approach to road safety.

### The Safe System Approach

The Safe System Approach within the *Victorian Road Safety Strategy 2021–2030* and *Towards Zero* is an internationally recognised framework to reduce road trauma and is recognised as best practice in Australia. This approach also underpins the *National Road Safety Strategy 2011–2020* and has been formally endorsed by the OECD (Organisation for Economic Co-operation and Development).

Safe System is an inclusive approach to improving road safety that caters to all road system users. It recognises that people may make mistakes and have road crashes – but that the system should be forgiving, and those crashes should not result in death or serious injury.

The Safe System road safety model identifies four factors that need to work together to ensure no one is killed or seriously injured on the roads. These are Safer Roads, Safer Vehicles, Safer Speeds and Safer Road Users. To prevent people from losing their lives and being injured on our roads we need to have safer people, driving safer vehicles, at safer speeds on safer roads. Encouraging safe, consistent and compliant behaviour through well-informed and educated road users is also part of the Safe System Approach.



Figure 1. Safe Systems Approach

**Safer use** means that everyone can contribute to road safety by:

- Driving at safe and legal speeds appropriate for conditions.
- Separating drinking from driving and driving only when well-rested.
- Staying alert and avoiding impairment from drugs–illicit drugs and the prescribed medications that make us drowsy.
- Keeping your eyes on the road ahead and the surrounds.
- Putting your hand-held phone away when driving.
- Belting up and ensuring everyone in the car is wearing a seat belt.
- Being good role models to our children, L-Platers and P-Platers.

- Walking, cycling or using public transport rather than using a motor car helps improve the environment and stay healthy through physical activity.

**Safer roads** can reduce the most common types of crashes through investment in traffic management measures at locations with a high casualty crashes record, protecting vulnerable road users, such as pedestrians and cyclists, and encouraging safe behaviour by users. Roads and roadsides can be designed and maintained to reduce the risk of crashes occurring and lessen the severity of injury if a crash occurs.

**Safer speeds** considers:

- Setting appropriate speed limits that are right for the conditions, including considering the mix of road users such as pedestrians and cyclists.
- The traffic measures referred to under safe roads (such as roundabouts and speed humps) are also used to help manage speed.

**Safer vehicles** can save lives by:

- Reducing the likelihood of a crash.
- Protecting the occupants by absorbing and reducing the forces of impact in a crash through seat belts, crumple zones, stronger compartments and airbags.
- Simplifying the driving task.
- Protecting vulnerable users, such as pedestrians and cyclists.

Although it is the role of car manufacturers and the state and federal governments to pursue vehicle design change, councils can help the community understand which cars, old and new, are the safest. Higher vehicle safety standards and advances in technology continue to improve vehicles' overall safety and reduce occupant fatalities and serious injury.

## 3.2 Local Government Context

### Our Roadmap Council Plan 2017–2021

*Our Roadmap Council Plan 2017–2021* sets out the Council's vision statement of a diverse, dynamic community where we all share a sustainable, safe, attractive environment and a thriving economy. The purpose is 'to work with the community to protect and enhance the quality of life for current and future generations'.

The Council Plan sets 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.

*Our Roadmap Council Plan 2017–2021* also refers to the *Living Kingston 2035* vision for a Kingston that is 'growing and thriving, changing and evolving but still remaining the place we love to live'. *Living Kingston* provides examples of how Kingston might look in 2035. For transport, this includes:

- Flexible and environment-friendly transport and traffic that provide residents with a range of travel choices within Kingston and beyond.
- Cycling and walking with safe and healthy travel connections to transport hubs, shopping precincts, beaches, recreational spaces and popular destinations.
- A safe, clean and reliable transport network based on strong partnerships between Council, government agencies and industry.
- Industrial precincts that benefit from Council's efficient network of road, rail, air and water transport.
- A focus on innovative environmentally-friendly forms of transportation, such as electric cars.
- Investment in infrastructure – such as roads, bridges, drains, footpaths and parking – that is targeted to support population and housing density changes.

## Integrated Transport Strategy

Council adopted the *Kingston Integrated Transport Strategy* (KITS) in 2020. The KITS is a high-level 'umbrella' document that sets the direction for the management of transport. Additional transport strategies, such as this Road Safety Strategy, sit within the KITS.

The *Integrated Transport Strategy* vision is Kingston as a city with a connected, integrated, and sustainable transport network that is safe, healthy, accessible, reliable and efficient. One of the specific actions for future works within the KITS is to review and update the City of Kingston Road Safety Strategy.

## Additional supportive documents

Council has also produced several other strategies, plans and policies relevant to the Road Safety Strategy (see the table below). This Road Safety Strategy will emphasise the need to encourage other Council departments to include road safety as a key action in their strategies and strengthen the coordination of road safety services across the Council.

**Table 2. National, state and local government documents relevant to the Road Safety Strategy.**

| **National and State Strategies and Plans** |
|---|
| *Sets the overarching direction of road safety* |
| • Victorian Road Safety Strategy 2021–2030<br>• National Road Safety Strategy 2011–2020<br>• Victoria Road Safety Strategy: Towards Zero 2016–2020.<br>• Movement and Place (2019)<br>• Melbourne Plan 2017–2050<br>• Victoria's 30-Year Infrastructure Strategy 2016<br>• Victorian Cycling Strategy 2018–2028<br>• Victorian Road Safety Strategy 2013–2022 |
| **Kingston Strategy** |
| *Sets the overarching direction of road safety in Kingston* |
| • Our Roadmap Council Plan 2017–2021<br>• Living Kingston 2035<br>• Integrated Transport Strategy (2020)<br>• Road Safety Strategy (2011–2015) |
| **Other relevant Council Documents and Plans** |
| *City of Kingston's internal strategies and plans influencing, and influenced by, the Road Safety Strategy.* |
| • Draft Housing and Neighbourhood Character Study<br>• Activity Centre Structure Plans<br>• Healthy and Well Action Plan 2018–2021<br>• Safe and Secure Action Plan<br>• Public Health and Wellbeing Plan 2017 to 2021<br>• Disability Action Plan 2015 to 2019<br>• Kingston Positively Ageing Plan 2014–2019<br>• Kingston Cycling and Walking Plan 2009–2013<br>• Parking Management Policy – 2020<br>• Workplace Alcohol and other Drugs Policy |

# 4 COUNCIL'S ROLE IN ROAD SAFETY

The City of Kingston is ideally situated to take a leadership role in the coordination, communication, evaluation and funding of road safety–internally across Council departments and externally with stakeholders.

Council acknowledges its role to provide a safe, accessible and sustainable travel environment and has committed to undertake tasks and actions that encourage safe travel. This includes education and behaviour change campaigns to encourage safer use of the roads. Council also provides, and advocates for, the delivery of traffic engineering treatments, reduction of traffic speeds, and improvement in the safety of vehicles.

However, the Strategy's success is not the sole responsibility of Council. Each of us has a role in improving road safety – whether we are road planners, designers or builders, vehicle engineers or fleet operators, policymakers or business professionals, or individual road users going about our everyday activities.

As road users, whether as a pedestrian, cyclist or driver of a motorised vehicle, we are all responsible for maintaining safe conditions through our actions. By tackling safer travel challenges on a broad front, with many players working towards the same goal, we are more likely to reduce road trauma within the municipality. As individuals, family members, businesses and organisations that serve our community, collectively we can improve road safety to facilitate safer local journeys on safer streets.

# 5 PARTNERSHIPS

Implementing the Road Safety Strategy requires a strong partnership approach.

Road safety covers a wide range of issues that require a collaborative approach across various internal and external agencies, providing a consistent approach and strengthening relationships between key road safety stakeholders.

Specific to Kingston's road safety program, Council coordinates road safety activities with the Department of Transport (formally VicRoads and Public Transport Victoria), Metro Trains and state and federal government departments. All play a critical role in shaping road safety across the City of Kingston.

The City of Kingston and the Department of Transport (DOT) have a strong partnership that enables the allocation of funding and resources to Council-run road safety programs.

The main partners in road safety in Kingston include:

Figure 2. **Road Safety Partnerships**



# 6 KEY RESPONSE AREAS AND OBJECTIVES

The Kingston Road Safety Strategy will be implemented through five key response areas: leadership, safer use, safer roads, safer speeds and safer vehicles. These are in line with the Safe System approach and the *Victorian Road Safety Strategy 2021–2030*. An overview of the key response areas is presented in Figure 3, and more detail of the objectives that support the response areas can be found in Table 3 over the page.

The Action Plan within the Strategy includes tasks and actions to address road safety with our partners. The Action Plan has been developed following extensive consultation and consideration of the crash statistics and the current and projected social, health, financial, infrastructure and environmental influences on transport.

Appropriate partners are listed in the Action Plan to assist with implementation, such as Victoria Police and the Department of Transport. A focus is placed on integrating road safety programs with those being undertaken by agencies. Strong integration will ensure that resources are maximised, duplication of work is avoided, and strong relationships with other stakeholders are maintained.

Budgets are not shown in the Action Plan tables as these are determined annually and refined according to state and local government policies and legislation, the availability of staff, and funds available from external organisations or other Council departments.

Figure 3. **Road Safety Strategy implemented via five key response areas**

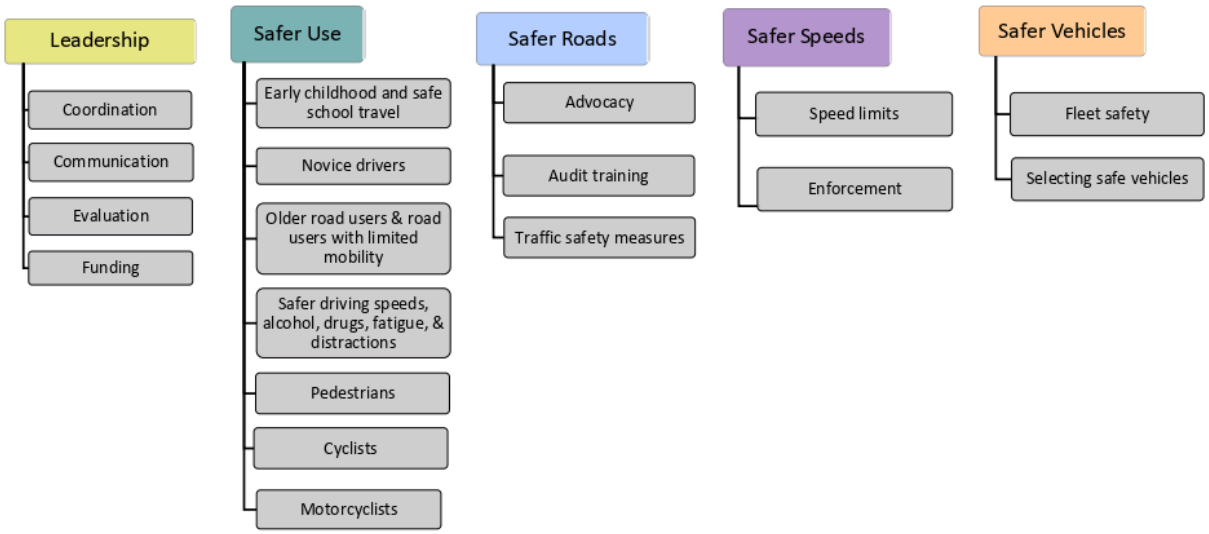


**Table 3. Key Response Area (KRA) and their objectives**

| No. | Key Response Area | Objectives |
|---|---|---|
| KRA 1 | Leadership - Coordination | In partnership with key stakeholders, provide strong leadership in coordinating the road safety strategy. |
| KRA 2 | Leadership – Communication | Engage the community by focusing on community needs and requirements. |
| KRA 3 | Leadership – Monitor and evaluate | Monitor and evaluate progress. |
| KRA 4 | Leadership – Funding | Target funds based on community requirements and Kingston strategies. |
| KRA 5 | Safer Use – Early childhood and safe school travel | Promote awareness of road safety for young children, provide programs for early childhood and safe school travel, and help students travel to and from school safely. |
| KRA 6 | Safer Use – Novice drivers | Reduce the incidence of road trauma in novice drivers aged 18-25. |
| KRA 7 | Safer Use – Older road users and road users with a disability | Help people who are older or who have disabilities to travel safely and independently using the road and path network. |
| KRA 8 | Safer Use – Safer driving, speeds, alcohol, drugs, fatigue and other distractions | Reduce the incidence of road trauma caused by speeds, alcohol, drugs, fatigue and other distractions. |
| KRA 9 | Safer Use - Pedestrians | Reduce the incidence of road trauma in pedestrians. |
| KRA 10 | Safer Use - Cyclists | Reduce the incidence of road trauma in cyclists. |
| KRA 11 | Safer Use – Motorcyclists | Reduce the incidence of road trauma in motorcyclists. |
| KRA 12 | Safer roads | Implement and advocate for traffic management actions and maintenance programs to create safer roads (and roadside infrastructure) and neighbourhoods for all road users. |
| KRA 13 | Safer Speed | Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour. |
| KRA 14 | Safer Vehicles - Fleet safety | Promote the importance of fleet safety to businesses to help reduce the incidence of road trauma. |
| KRA 15 | Safer Vehicles - Selecting safe vehicles | Promote the importance of selecting safe vehicles to the wider community to help reduce the incidence of road trauma. |

# 7 ACTION PLAN

## KRA 1: Leadership – Coordination

**Objective: In partnership with key stakeholders, provide strong leadership in coordinating the road safety strategy.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 1.1 | Staffing | Provide dedicated human resources within Council responsible for planning, delivering, and evaluating road safety programs. | Internal | Road Safety Officers. |
| 1.2 | Produce Road Safety Strategy | Update the Road Safety Strategy based on national and state policy, current trends and up-to-date casualty crash statistics. | All road safety stakeholders | Update the full Road Safety Strategy every five years. |
| 1.3 | Coordinate planning and implementation | Coordinate the planning and implementation of the Road Safety Strategy's road safety programs. | All road safety stakeholders | Host and attend regular meetings with internal teams and external stakeholders to improve integration and communication.<br><br>Work with internal teams and external stakeholders to ensure the successful planning and delivery of programs works.<br><br>Ensure road safety is included in all relevant Council policies and strategies.<br><br>Support for local organisations with planning and resources to help promote road safety. |
| 1.4 | Networking | Attend external road safety meetings and community engagement functions to ensure Council is aware of the community needs and work with other councils and organisations. | Department of Transport<br>Transport Accident Commission (TAC)<br>Department of Education<br>Department of Health<br>Victoria Police | Attend community road safety meetings/focus groups.<br><br>Attend forums with Department of Transport, VicHealth, Victoria Police.<br><br>Attend quarterly Road Safety Officers (RSO) networking meetings and other local government seminars. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | Surrounding councils<br>Kingston schools | Host bi-annual meeting with primary and secondary schools, and regular newsletters. |

## KRA 2: Leadership – Communication

**Objective: Engage the community – focusing on community needs and requirements.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 2.1 | Road safety messaging | Develop a simple communication and marketing strategy to support the plan and promote the City of Kingston as a leader in Road Safety education. | Department of Transport<br>Local press<br>Communications | Arrange regular meetings and updates with Council's communications teams.<br><br>Update Council's road safety website road safety messaging.<br><br>Provide Council's communications with social media updates.<br><br>Produce road safety and mobility-related articles.<br><br>Provide regular updated information about road safety programs that are available (and support provided by Council) on local library boards, and communication hubs.<br><br>Use electronic variable message systems (VMS) on trailers for road safety messaging.<br><br>Design and print new road safety banners linked to road safety messages or activities being conducted by Council or other agencies.<br><br>Participate in community events with road safety messaging and pop-up stalls.<br><br>Work with multicultural advisors to determine appropriate road safety messages and programs for community members from culturally and linguistically diverse backgrounds. |

## KRA 3: Leadership – Monitor and evaluate

**Objective: Monitor and evaluate progress.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 3.1 | Monitoring and evaluation | To establish procedures for monitoring, evaluating and reporting on progress. | Victoria Police<br>Department of Transport<br>Kingston Community Groups<br>Transport Accident Commission (TAC)<br>Kingston Schools<br>Other Council departments | Produce an annual progress report of actions implemented or addressed.<br><br>Record road safety activities undertaken during this Strategy and evaluate their effectiveness.<br><br>Produce an 'annual' Road Safety Action plan based on monitoring and evaluation. |

## KRA 4: Leadership – Funding

**Objective: Target funds based on community requirements and Kingston strategies.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 4.1 | Internal funding | To provide a Council Road Safety Budget. | Internal | Ongoing Council support for programs such as WOW (Walk or Wheels Once a Week) Kingston and ELC (Early Learning Centre) learning. |
| 4.2 | External funding | Seek funding from external organisations. | Department of Transport<br>Transport Accident Commission (TAC)<br>VicHealth | Annual blackspot funding.<br>Local Government Grants.<br>Department of Transport grants to Councils provide provided Road Safety Programs.<br>Walk to School program, VicHealth.<br>Pedestrian, walking, speed and crash reductions programs. |

## KRA 5: Safer Use – Early childhood and safe school travel

**Objective: Promote awareness of road safety for young children, provide programs for early childhood and safe school travel, and help students travel to and from school safely.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 5.1 | Raise awareness and understanding | To provide and promote relevant information to young children, parents or carers about road safety and safe travel around early childhood centres and schools. | Department of Transport<br>Council Staff | Update website information about early childhood and safe school travel.<br><br>Produce articles relating to early childhood and safe school travel.<br><br>Promote healthy active travel choices such as walking and cycling.<br><br>Distribute information to parents explaining the correct use of 'kiss and go' parking zones.<br><br>Produce Parking around my school (PAMS) maps to assist with traffic congestion around schools.<br><br>Promote and provide information at relevant local community groups and to professionals working with families - such as maternal and child health nurses, childbirth educators and ante-natal clinics. |
| 5.2 | Provide education and training programs | To provide early learning education to all Kingston Pre-school Centres and hubs. | Kingston kindergartens<br>Kingston schools<br>Bicycle Victoria<br>Department of Transport<br>VicHealth | 'Starting Out Safely' – Road safety education for pre-schoolers. 'Stop, Look, Listen, Think' – Preschool education program, including a visit to a local crossing with 'Lottie'.<br><br>Child restraints sessions for parents and carers by trained educators covering selection, use and fitting of child restraints in cars.<br><br>Bike Ed – Work with schools to provide bicycle education programs to improve student riding skills and provide cycling instructor education training for teachers. |

| | | | | |
|---|---|---|---|---|
| | | To provide education and training programs to all Kingston primary schools. | Kingston primary schools<br>Department of Transport<br>Department of Education<br>VicHealth | Walk to School – participate in program run in partnership with VicHealth every October.<br><br>Ride to School day – participate and fund 'Ride2School' day.<br><br>Bike Education – Support schools with training staff to facilitate Bke Ed.<br><br>Walk and Wheels Once a Week (WoW) – a 6-week program to encourage active travel.<br><br>Safe Routes to School – a 12-month intensive program to determine safer walking and cycle routes to school, improve road safety and reduce congestion.<br><br>Park and Stride – produce maps and walking group training to encourage parking a short distance from schools and walk or riding the rest of the way. |
| 5.3 | Engineering and enforcement around schools. | To review roads safety around all through consultation, inspection, and implementation of traffic and enforcement measures to provide safer traffic conditions. | Kingston schools<br>Other Council Departments | Safe Routes to School – audit schools participating in this program, and where appropriate develop and deliver the school a safety traffic management program.<br><br>Reduce vehicle speeds near schools as part of the safe roads' speeding' program.<br><br>Inspect the safety of school crossings and identify locations where new or improved crossings can be provided.<br><br>Develop vehicle drop-off and pick-up areas around schools to improve safety such as 'Kiss and Go' parking zones.<br><br>Enforce safe parking behaviour near schools. |

## KRA 6: Safer Use – Novice drivers

**Objective: Reduce the incidence of road trauma in novice drivers aged 18-25.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 6.1 | Raise awareness and understanding | Provide and promote relevant information to educate drivers aged 18–25 in relation to the dangers and responsibilities of driving. | Communications & Public Affairs, Kingston<br>Local Media | Update information about novice driving on the website.<br><br>Review existing information about novice driving and promote best practice, such as safe driving at night.<br><br>Produce articles each year relating to novice driving.<br><br>Host and attend regular meetings with key internal and external stakeholders to improve integration and best practice.<br><br>Promote messages about responsible driving at venues for young people (formal and informal) and though peer groups. |
| 6.2 | Education and Programs | Assist novice drivers to gain experience safely by offering value-based programs in secondary colleges and youth groups. | Fit to Drive Foundation<br>Department of Transport<br>Sport and Recreation<br>Good Sports<br>Kingston Schools | Fit to Drive (F2D) workshops in secondary colleges focusing on personal safety, responsibility and strategies to make them safer drivers and passengers.<br><br>Looking After Our Mates – interactive program to promote safe driving, seat belt wearing, and responsible drinking and looking after your friends.<br><br>Active Youth Programs for secondary school children targeting distractions such as mobile phone, whilst walking and riding to school.<br><br>Pedestrian Safety and Awareness to secondary school students e.g. mobile phone distraction.<br><br>'L2P' is free program matching disadvantaged young people aged 16–21 years to obtain 120 hours supervise driving experience with a fully licensed mentor, including sessions at night. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Road Smart – Secondary school class activities and opportunity to drive with a qualified instructor.<br><br>'Sharing Roads' training to increase driver awareness of vulnerable road users such as cyclists.<br><br>Provide regular training to all school crossing supervisors about road safety practice. |

## KRA 7: Safer Use – Older road users and road users with a disability

**Objective: Help people who are older or who have disabilities to travel safely and independently using the road and path network.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 7.1 | Raise awareness and understanding | To provide and promote relevant information to educate older road users and road users with a disability in relation to the dangers and responsibilities of driving, using the road and changing abilities. | Communications & Public Affairs, Kingston<br>Local Media<br>Department of Transport<br>Kingston City Council<br>Department of Transport<br>Community Health Services<br>Pharmacists<br>Victoria Police | Update website information about older road users and road users with a disability.<br><br>Produce articles relating to older road users and road users with limited mobility.<br><br>Distribute 'Older Driver' handbooks.<br><br>Promote safer driving, walking and motorised wheelchair-use through talks and information to seniors groups and disabled-peoples groups about road rules, effects of ageing, medication etc.<br><br>Attend festivals for older adults and to raise the awareness of road safety. |
| 7.2 | Education and Programs | To support with the delivery of programs targeted at older road users and road users with a disability. | Internal Departments, Kingston<br>Department of Transport<br>Community Health Services<br>General Practitioners (GPs)<br>Victoria Police | Bike Education for seniors – Support Senior bike clubs.<br><br>Safe Driver Program – an interactive one-hour program to assist seniors with an update on any rule changes and way to improve safety skills.<br><br>Advocate for and support community transport services for people who have difficulty accessing public transport and activity centres such as, accessible taxis services for the elderly and people with a disability, and support for services for mobility scooters such as electric charging points, school bus services, and mobility shopping services. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 7.3 | Engineering and enforcement of road safety measures for older road users and people with a disability | To identify and develop solutions for problems of access for older people or people with disabilities to public spaces and facilities, including public transport. | Internal Departments, Kingston<br>Department of Education<br>Public Transport Operators<br>Developers<br>Key stakeholders | Conduct safety reviews of activity centres and key pedestrian areas to improve accessibility for people with prams, wheelchairs, mobility scooters or a disability – in line with Disability Discrimination Act standards.<br><br>Audit and upgrade access for people with a disability at road crossing points (including ease of operation of pedestrian signal buttons, signal timings, steepness of pavement, crossovers).<br><br>Ensure design standards for access by people with disabilities are considered in planning approvals.<br><br>Undertake and audit existing accessible parking and ensure adequate provision for people with a disability and elderly drivers at key destinations.<br><br>Undertake accessibility audits in the design of proposed traffic measures – where appropriate. |

## KRA 8: Safer Use – Safer driving, speeds, alcohol, drugs, fatigue and other distractions

**Objective: Reduce the incidence of road trauma caused by speeds, alcohol, drugs, fatigue and other distractions.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 8.1 | Raise awareness and understanding | To provide and promote relevant information to educate the community about safe driving and the dangers of alcohol, speed, drugs, fatigue and other distractions whilst driving. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating to safer driving, speeds, alcohol, drugs, fatigue and other distractions whilst driving.<br><br>Review information about safe driving, speeds, alcohol, drugs, fatigue and other distractions whilst driving and promote best practice.<br><br>Develop and promote road safety information for drivers and passengers, focussing on ways to reduce the cause and severity of the most frequent types of road crashes.<br><br>Participate in publicity campaigns relating to speeding to help people understand the need to drive at safer speeds.<br><br>Increase awareness amongst motorists of the dangers of fatigue and driver distractions.<br><br>Attend community events and festivals to promote road safety messages such as non-drink driving, road safety messages about breathalysers, wearing seatbelts, and safely opening car doors. |

## KRA 9: Safer Use - Pedestrians

**Objective: Reduce the incidence of road trauma in pedestrians.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 9.1 | Raise awareness and understanding | To provide and promote relevant information to educate pedestrians about the safe use of the road network. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating pedestrians.<br>Review pedestrian safety information and promote best practice.<br>Produce articles each year relating to pedestrians.<br>Update the Council's Cycling and Walking Plan.<br>Host and attend regular meetings with key internal teams and external stakeholders to improve integration and communication. |
| 9.2 | Education and Programs | Funding, support and participate in developing and delivering programs aimed at reducing the incidence of road trauma for pedestrians and encourage and support walking as a healthy means of transport. | Kingston schools<br>Local businesses<br>Other Kingston Council Departments | 'Walk to Work day' is an annual event encouraging people to walk to work.<br>Conduct community campaigns aimed at raising awareness of pedestrian safety in community languages.<br>Focus on pedestrian distraction programs. |
| 9.3 | Engineering and enforcement of safety for pedestrians | Conduct audits of major activity centres, Council facilities and other high pedestrian activity areas to ensure they are safe. | Department of Transport<br>Other Kingston Council Departments | Conduct pedestrian safety reviews of areas with high pedestrian activity or areas with high pedestrian crashes and propose measures to improve conditions for pedestrians.<br>Reduce vehicle speeds in busy pedestrian locations.<br>Review existing walking networks to identify gaps and deficiencies.<br>Prioritise works on local council roads to improve or complete a network of continuous pedestrian routes that are safe, direct, connected and accessible.<br>Advocate for stakeholders to complete pedestrian routes on roads or land they manage. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Work to increase pedestrian priority at traffic signals and provide new or safer existing pedestrian crossings.<br><br>Consider the needs of pedestrians in infrastructure upgrades and street maintenance programs.<br><br>Conduct regular safety inspections of footpaths, to identify uneven footpath surfaces, obstructions, impediments to access and poor lighting.<br><br>Develop and implement minimum level of services for the pedestrian network based on footpath widths, pedestrian demand, street trading activities, lighting levels, crossing points.<br><br>Improve pedestrian wayfinding and directional signs.<br><br>Assist organisations to ensure safe departure of patrons from entertainment venues/hotels and special events.<br><br>Assess and where necessary upgrade street lighting and visibility at key pedestrian locations.<br><br>Allocate more road space for pedestrians within a Movement and Place Framework. |

## KRA 10: Safer Use - Cyclists

**Objective: Reduce the incidence of road trauma for cyclists.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 10.1 | Raise awareness and understanding | To provide and promote relevant information to educate cyclists about safe use of the road network and seek to change social attitudes of motorist toward cyclists that better recognises the vulnerability of cycling. | Communications & Public Affairs, Kingston<br>Local Media | Provide relevant information to promote road safety in relation to road safety for cyclists such as road rules, visibility, wearing helmets, and responsible behaviour.<br>Provide motorists information about giving appropriate space for cyclists.<br>Update the Council's Cycling and Walking Plan. |
| 10.2 | Education and Programs | To develop and deliver programs aimed at reducing the incidence of road trauma for cyclists and encourage and support cycling as a healthy means of transport. | Kingston Schools<br>Bicycle Victoria<br>Local businesses<br>Department of Transport<br>Other Council Departments | Safe Cycle Month – annual event starting in October is a Victoria Police initiative sponsored by Department of Transport.<br>Ride to Work Day – participate and fund Ride2Work day.<br>Assist outside organisations to develop and deliver programs and projects which work to reduce the incidence of road trauma for cyclists.<br>Develop and implement safety programs aimed at increasing helmet wearing rates including publicity, displays, activities, education, encouragement and positive policing. |
| 10.3 | Engineering and enforcement of safety | To identify and develop traffic management solutions for cyclists. | Department of Transport<br>Kingston City Council<br>Kingston Schools<br>Victoria Police | Plan and provide a safe and integrated on and off-road network of user-friendly cycle paths, which are well signed and link key destinations.<br>Where possible, encourage use of local, low-speed environments and safe cycle routes, rather than major arterial routes.<br>Review existing cycle networks to identify gaps and deficiencies. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Prioritise works on local council roads to improve or complete a network of continuous cycle routes that are safe, direct, connected and accessible.<br><br>Advocate for stakeholders to complete cycle routes on roads or land they manage.<br><br>Seek funding from the Department of Transport for the implementation of key strategic cycling corridors.<br><br>Prioritise improving cycle routes to large employers.<br><br>Improve route wayfinding and directional signs.<br><br>Consider the needs of cyclists in infrastructure upgrades and street maintenance programs – by inspecting, maintain and repair defects a timely manner.<br><br>Consider unintended impacts of traffic calming measures on cyclists during design process.<br><br>Review cycle crash statistics and where appropriate propose measures for improving safety of cyclists.<br><br>Investigate trial or permanent measures to separate cyclists from other road users or allocate more road space for cyclists – particularly on key routes – within a Movement and Place Framework.<br><br>Improved separation of cyclist from vehicle traffic, especially the opening of the doors of parked cars.<br><br>Investigate speed reduction on key cycle routes. |

## KRA 11: Safer Use – Motorcyclists

**Objective: Reduce the incidence of road trauma in motorcyclists.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 11.1 | Raise awareness and understanding | To provide and promote relevant information to educate motorcyclists about safe use of roads. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating to motorcycling.<br><br>Review motorcyclist information and promote best practice.<br><br>Produce articles relating to motorcycling.<br><br>Provide tips for riders of motorcycles about safer riding such as protective clothing, energy absorbing safety gear (like airbags and inflatable safety vests), filtering, speeds, and motorcycle safety features, for example anti-lock braking systems (ABS), linked breaking systems (LBS), and electronic stability control (ESC).<br><br>Provide information to motorcyclists about giving space for pedestrians when parking on footpaths. |
| 11.2 | Education and Programs | To develop and deliver programs aimed at reducing the incidence of road trauma for motorcyclists. | Kingston schools<br>Bicycle Victoria<br>Local businesses<br>Department of Transport<br>Other Council Departments | Assist outside organisations to develop and deliver programs and projects which work to reduce the incidence of road trauma for motorcyclists.<br><br>Investigate ways to improve training for motorcycle use at work – example food delivery riders and couriers.<br><br>Develop behavioural programs to raise awareness about safe motorcycling such as regular vehicle safety checks, awareness of blind spots and hazards, protective clothing, and manoeuvres associate with high crash record.<br><br>Develop and implement a motorcycle safety program including publicity, displays, activities, education, encouragement and positive policing. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 11.3 | Engineering and enforcement of safety for motorcycle | To identify and develop traffic management solutions for motorcyclists. | Department of Transport<br>Victoria Police | Consider the needs of motorcyclists in infrastructure upgrades and street maintenance programs – by inspecting, maintain and repair defects likely to affect motorcycle stability in a timely manner.<br><br>Review crash statistics and where appropriate propose or advocate for measures to improving safety of motorcyclists.<br><br>Consider anti-skid treatments, line markings, warning signs, sight lines, and visibility of kerbs/islands at motorcycle black-spots and sharp bends.<br><br>Consider unintended impacts of traffic calming measures on motorcyclists during design process.<br><br>Investigate better safety barrier protection for motor cyclists such as under-run protection and energy absorbing barrier posts and safer reflectors on high-risk motorcycle routes.<br><br>Better enforcement of speeding of motorcycles including registration plates at both the front and back of the motorcycle. |

## KRA 12: Safer roads

**Objective: Implement and advocate for traffic management actions and maintenance programs to create safer roads (and roadside infrastructure) and neighbourhoods for all road users.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 12.1 | Raise awareness and understanding | To provide and promote relevant information to create safer roads and neighbourhoods for all road users. | Department of Transport<br>Bicycle Victoria<br>Victoria Police<br>Sport and Recreation | Encourage road users to walk, cycle or use public transport to reduce the risk or severity of being involved in a car crash.<br><br>Promote active transport choices to improve people's health and improve the environment.<br><br>Advocate with stakeholders for improved public transport services.<br><br>Advocate for improved 'post-crash care' when a serious crash occurs – particular consideration of emergency response times in road safety planning.<br><br>Advocate for the state government to implement new road projects that reduce freight on local roads.<br><br>Support state government measures that increase the transportation of freight containers by rail to reduce truck use on urban roads.<br><br>Advocate to state and federal governments for improved infrastructure, services, and funding to address safety concerns relating to public transport, arterial road network, cyclist, pedestrian and motorcycle routes, and road safety legislative amendments. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 12.2 | Education and Programs | Provide relevant Council officers with a sound knowledge of road safety. | Department of Transport | Appropriate Council staff to undertake formal road safety audit training. |
| 12.3 | Engineering and enforcement of safety measures | Investigate and deliver safety measures that address issues relating to road trauma. | Department of Transport<br>Victoria Police<br>Transport Accident Commission (TAC)<br>Other council departments<br>Metropolitan Fire Brigade (MFB)<br>Country Fire Authority (CFA)<br>Community organisations<br>Victorian Transport Association (VTA) | Review casualty crash statistics annually to identify high risk locations within Kingston.<br><br>Review procedures for the identification, analysis and treatment of locations on local streets which road users perceive to be hazardous.<br><br>Prioritise traffic measures on local road at locations of highest risk such as streets with a high casualty crash record, particularly if this is combined with high speeds, flows, and through traffic volumes.<br><br>Develop and deliver affordable programs (such as local area traffic management) to address road safety issues.<br><br>Consider the needs of vulnerable road users such as pedestrians and cyclists in the design and implementation or all transport infrastructure upgrades and street works.<br><br>Where appropriate undertake road safety audits in the design of proposed traffic measures.<br><br>Consider road safety in the design, upgrade of infrastructure and street maintenance programs of roads and roadsides.<br><br>Where appropriate, improve street lighting.<br><br>Review landscape and vegetation, and nature strip policies to ensure they consider road safety. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Consider road safety measures in planning applications and approvals.<br><br>Enforce parking restrictions throughout the municipality to promote the safe parking and movement of vehicles. Identify safety issues on road managed by other road authorities and advocate for improvements.<br><br>Assist external organisations in the development and delivery of road safety programs, policy or legislative improvements for road safety.<br><br>Work with stakeholders to improve interchange facilities at stations and bus stops so they are safe and accessible.<br><br>Advocate to the state government for the continued removal of railway level crossings where there is a high casualty crash record.<br><br>Work with state governments and the Victorian Transport Association (VTA) for improved safety and enforcement of freight networks in the municipality.<br><br>Monitor the volume of heavy vehicles using the road network – particularly on local roads and work with relevant authorities to reduce truck traffic in residential streets.<br><br>Support initiatives that encourage well designed, compact, mixed use neighbourhoods that reduce the need to travel.<br><br>Support higher density development close to public transport to reduce car travel. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Ensure significant new development supports sustainable travel that promote safe, healthy and sustainable modes – through green travel plans.<br><br>Develop a road user hierarchy in which sustainable modes are prioritised over private cars particularly in activity centres and other areas identified within a Movement and Place framework.<br><br>Allocate more road space to public transport such as buses within a Movement and Place Framework. |

## KRA 13: Safer Speed

**Objective: Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 13.1 | Raise awareness and understanding | To provide and promote relevant information to educate staff, local businesses and the community in relation to safer speeds. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating to selecting safe speeds.<br>Review information about speed and promote best practice.<br>Produce articles each year relating to selecting safe speeds. |
| 13.2 | Education and Programs | To provide programs to staff, local businesses and the community in in relation to selecting safer vehicles safe speeds. | Victoria Police<br>Department of Transport | Work in partnership with Police to undertake speed awareness programs.<br>Use electronic variable message systems (VMS) trailers to advise on safe road speeds. |
| 13.3 | Engineering and enforcement of safety measures | Review speed limits on selected local council roads and investigate cost effective measures for speed reduction and enforcement. | | Audit speeds regularly, based on community feedback and the surrounding school community.<br>Reduce signed speed limits on selected local roads where the crash risk is high, and the streets are predominantly residential.<br>Investigate and where appropriate reduce speed limits in shopping precincts and around schools and other high pedestrian activity areas.<br>Consider use of advisory speed limits where appropriate such as at bends or crests in the road.<br>Examine the continuity of vehicle speed limits along individual stretches of road to ensure there are not too many speed limit changes that may confuse road users. |

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| | | | | Where appropriate, install traffic calming management measures such as speed humps to reduce speeds.<br><br>Liaise with Victoria Police to advocate for enforcement of speeding and hoon behaviour.<br><br>Advocate for expanded use of speed cameras where speeding and casualty crash records show this is warranted. |

## KRA 14: Safer Vehicles - Fleet safety

**Objective: Promote the importance of fleet safety to businesses to help reduce the incidence of road trauma.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 14.1 | Raise awareness and understanding | To provide and promote relevant information to educate Council staff, and local businesses in relation to fleet safety in Occupational Health and Safety. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating to fleet safety.<br>Produce articles relating to fleet safety.<br>Assist with the production of a City of Kingston Fleet/Drive Safety policy. |
| 14.2 | Education and Programs | To provide programs to Council staff and local businesses in relation to fleet safety and its role within duty of care and Occupational Health & Safety. | Kingston schools<br>Local businesses<br>Department of Transport<br>Transport Accident Commission (TAC)<br>Royal Automobile Club of Victoria (RACV)<br>Other Council Departments | Work with the Procurement and Contracts team in relation to safe vehicle rating of Council fleet and promote selection of safer vehicles (ANCAP 5-star rating), including vehicles with high rating for pedestrian and bicyclist safety in crashes involving a car, as well as safety of driver and passengers.<br>Provide appropriate training for Council drivers.<br>Implementation of fatigue management procedures.<br>Encourage and support safe vehicles amongst local businesses.<br>Promote 'sharing road safety' training for truck drivers to increase awareness of vulnerable road users such as cyclists.<br>Advocate for the installation of rear vision cameras on vans, trucks, buses. |

## KRA 15: Safer Vehicles - Selecting safe vehicles

**Objective: Promote the importance of selecting safe vehicles to the wider community to help reduce the incidence of road trauma.**

| | Theme | Council Tasks (Infrastructure Department) | Partners | Actions |
|---|---|---|---|---|
| 15.1 | Raise awareness and understanding | To provide and promote relevant information to the wider community in relation to selecting safer vehicles. | Communications & Public Affairs, Kingston<br>Local Media | Update website information relating selecting safe vehicles.<br>Produce articles relating to selecting safe vehicles.<br>Promote vehicle safety publications such as 'How Safe is Your Car' and 'Used Car Safety Rating'. |
| 15.2 | Education and Programs | To provide programs the wider community in relation to selecting safer vehicles. | Kingston Schools<br>Local businesses<br>Department of Transport<br>Transport Accident Commission (TAC)<br>Royal Automobile Club of Victoria (RACV)<br>Australasian New Car Assessment Program (ANCAP)<br>Other Council Departments<br>National Heavy Vehicle Regulator (NHVR) | Investigate and support the benefits of existing, new and emerging transport technologies that may improve safety such as driverless cars, electric vehicles, car sharing, working from home, speed limited vehicles, antilock braking systems, intelligent speed assist devices, seat belt warning devices, passenger and driver air bags, following distance alerts, and traction control.<br>Attend vehicle safety community events and programs.<br>Support fitting safety options such as safe installation of child restraints.<br>Advocating for minimum vehicle safety standards for motorcycles.<br>Advocate for limiting the top speeds on motorcycles. |

# 8 APPENDIX

## 8.1 The City of Kingston

The City of Kingston is located 15km south of Melbourne's central business district and spans an area from Moorabbin to Carrum to Dingley Village. It covers an area of 91km$^2$ and is surrounded by the cities of Bayside, Glen Eira, Monash, Greater Dandenong and Frankston.




Kingston is a diverse community spanning a wide range of ages, household types and cultures. Census estimates show that in 2019, the City of Kingston was home to over 165,000 people. According to the State Government Victoria in Future (ViF), the population is projected to grow to about 200,000 in 2036. Increased population means more people and traffic sharing the roads.

In 2016, there were almost 63,800 dwellings in the municipality. This is forecast to increase to just over 78,000 by 2036.

The City of Kingston has a slightly lower percentage of the population aged under 15 years (just under 18%) compared to Greater Melbourne's average. However, it has a higher proportion of residents who are aged over 65 years (just over 17% compared with 14% for Greater Melbourne in 2016). By 2036, the proportion of older residents is predicted to increase to 20%. This trend is likely to mean more residents rely on non-car travel modes to maintain their mobility, social connectedness and wellbeing. It is also likely to see an increase in road safety issues associated with older road users.

Lone persons made up 24% of households in Kingston in 2016, while 3.8% of households have one parent with children under the age of 15. Five percent of Kingston's residents need assistance due to a disability. 5.4% of residents were unemployed, whilst 13% of Kingston's youth were unemployed.

The Kingston population also shares a wealth of cultural diversity with over 100 nationalities represented. In 2016, 31% of Kingston's population were born overseas, with the United Kingdom, India, China, Greece and New Zealand being among the most frequent places of birth. 26% of Kingston residents can speak a language other than English, while 4.3% of residents are not fluent in English.

Residents enjoy a diverse landscape of beaches, recreation facilities, world-class shopping facilities and industrial precincts.

Kingston is one of the state's main employment centres, having one of Victoria's largest and most concentrated industrial sectors. In 2016 there were approximately 16,000 businesses with over 73,800 people employed throughout the City of Kingston. Community and business networks play an important role in linking and supporting local businesses. Almost 30% of the community work locally and can thus enjoy shorter commute times and an improved work-life balance.

Kingston's shopping amenities range from local neighbourhood shops and friendly village strips to the larger Southland Shopping Centre. There are major activity centres in Moorabbin, Cheltenham, Mentone, Mordialloc and Chelsea. Other key features include Moorabbin Airport, the Patterson River, thirty-eight colleges and schools, natural wetlands and outstanding golf courses.

## 8.2 Travel in the municipality

Residents and visitors to the municipality make decisions every day about the type of transport they will use. The choice of travel mode is determined by many factors such as the:

- distance to destinations
- facilities close by
- proximity to and reliability of public transport
- availability of parking
- cost of fuel, vehicle maintenance and parking
- convenience of various transport modes - such as the amount of time they take to get to a destination and accessibility
- environmental impacts of the travel choices, such as energy use and impacts on air quality
- health impact of sedentary lifestyles on obesity and cardiovascular diseases.

The travel choices we make have an impact on the number and type of road users in the municipality, and this influences road safety.

### 8.2.1 Active travel modes

Active travel modes (such as walking and cycling) and public transport can positively contribute to a safe, attractive, sustainable environment. Walking and cycling are inexpensive and healthy modes of travel. However, most cycle trips in Kingston are made for recreation rather than work or accessing other destinations such as shops, schools and public transport. Many local journeys in the municipality are relatively short – less than 5km. The city of Kingston has excellent potential for increasing cycling as it is relatively flat and has a 'spine' of activity centres and destinations along the bay. However, encouraging more people to cycle and walk is dependent on the existence of a connected network of safe routes suited to people in all age groups and abilities.

### 8.2.2 Public transport

Public transport helps link people to places they want to go. It provides an alternative travel choice for people who do not have access to a car – either because they are too young, too old, have a disability, or because they choose not to or cannot afford to own a car. Whilst Kingston is served by two train lines and 25 bus routes, there are significant service gaps within the network. Rail primarily services the activity centres dotted along the coast. Though the bus network provides good overall coverage in the municipality, there are opportunities for improvement in scheduling, route servicing and reliability. The City of Kingston is a strong advocate for additional public transport services that are safe and accessible to meet the needs of the community.

### 8.2.3 Taxis

Taxis are recognised as an important transport mode in Kingston and Council is working towards improving the safety, accessibility, capacity and convenience of taxi ranks, particularly for people with disabilities.

### 8.2.4 Accessibility

Council is responsible for maintaining about 600km of municipal roads and 1,000km of footpaths within the municipality. Measures that make roads safer for older people, younger people and more accessible for people with a disability also make streets safer and accessible for all road users such as parents with prams or young children.

The 2016 Australian Bureau of Statistics Census data reveals that:

- 6.2% of Kingston households do not own a car
- 34.7% of households within the City of Kingston own one car
- 37.5% own two cars
- 14.7% own three cars or more
- 6.9% of respondents did not answer this Census question.

The average car ownership in the municipality is 1.6 cars per dwelling. Separate houses, such as freestanding house, have the highest average car ownership of just under two cars per dwelling. While medium-density dwellings have a car ownership of 1.4 and high-density dwellings have a car ownership of 1.2 cars per dwelling.

### 8.2.5 Travel to work

The Census data shows that 68.6% of residents who travel to work do so by car, 13.4% use public transport, and 2.4% walk or cycle. Kingston residents have a slightly higher reliance on private vehicles to get to and from work than the average for Greater Melbourne (64.1%).

Kingston's industrial precincts employ a high number of workers from within the Kingston municipality. This helps residents to avoid travelling long distances to work outside the city. The continued viability of Kingston's businesses is critical to maintaining and increasing employment levels within the municipality. Many businesses rely on easy access to goods delivery. If this access becomes difficult, businesses may move elsewhere, taking their jobs with them. Linking industrial precincts with direct and connected arterial roads means freight vehicles will also be less reliant on local roads. This can remove the conflict between trucks and pedestrians, cyclists, and cars, making the local road network safer and less congested for all. Nevertheless, the *Victorian Freight Plan 2018* shows that metropolitan Melbourne freight volumes are predicted to more than double between 2021 and 2051 due to growing population, associated economic growth and globalisation.

### 8.2.6 COVID-19

In early 2020 the World Health Organisation announced COVID-19 as a pandemic. To protect others and stop the spread of the virus in Australia, the state and the national government introduced restrictions. This helped to maintain the practice of good hygiene, physical distancing, limits on public gatherings and (if necessary) self-isolation.

These restrictions have had a profound short-term and potentially long-term impact on how we travel. Furthermore, the restrictions highlighted the necessity of COVID-safe travel. The impacts on travel include, for example:

- a shift towards working from home
- the delivery of learning and education online
- the need for flexible start and end times for work and education
- an increase in walking and cycling locally
- fewer cars on the road
- the increased demand for home delivery for shopping or pick-up services from supermarkets
- decreased use of public transport.

The effect of this on the City of Kingston may increase the trend towards more cycling, walking and motorcycle use in our municipality. The promotion of COVID-safe use of public transport may also help to increase usage. We may also see a reduction in travel as Council supports initiatives that encourage well designed, compact, mixed-use neighbourhoods.

As schools returned to on-site learning following COVID-19 lockdowns, Council responded to this challenge by designing and offering road safety packages with options to help schools with staggered pick-up and drop-off times to support physical distancing.

## 8.3 Community consultation on road safety

THIS SECTION TO BE COMPLETED FOLLOWING COMPLETION OF COMMUNITY CONSULTATION.

This Road Safety Strategy has been prepared through consultation with internal and external stakeholders and the wider community to ensure that the tasks and actions are consistent with their expectations and needs.

The key findings from the consultation include:

## 8.4 Road crash statistics

The following statistics have been obtained through the DOT's Road Crash Information System (RCIS). The statistics represent the number of injuries and deaths caused by road crashes. Crashes that resulted in vehicle or property damage (or both) and that have not been attended to by Police are not included.

### 8.4.1 Trends

Figure 4 shows the number of persons injured in road crashes in Kingston between 1987 to 2019.

The number of persons injured has fallen from about 1,100 per year in the late 1980s to about 450 per year over the last five years.

On average, 77% of these injuries in road crashes occurred on the Department of Transport's arterial road network.

### 8.4.2 Severity

**Severity of injuries**

Figure 5 shows the severity of injuries to people involved in road crashes on Kingston's roads between 1987 and 2019.

The figure shows that just over 70% of injuries are 'other' injuries – not serious or fatal. Fatal injuries are thankfully low in number – about five a year between 2015 to 2019 – of which three a year were on the arterial road network

Figure 4
**Number of persons injured in road crashes in Kingston**

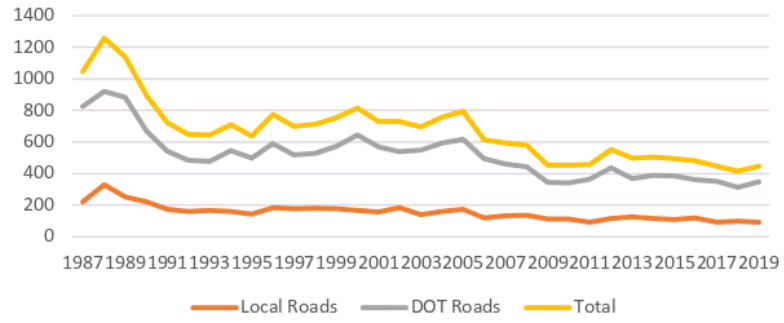
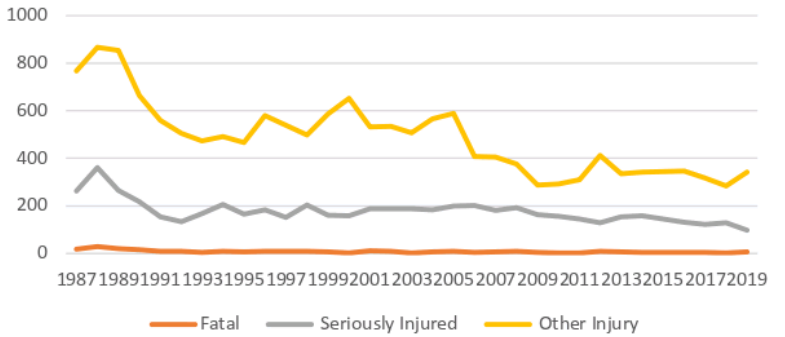



Figure 5
**Number of persons injured on all roads - by severity of injury**



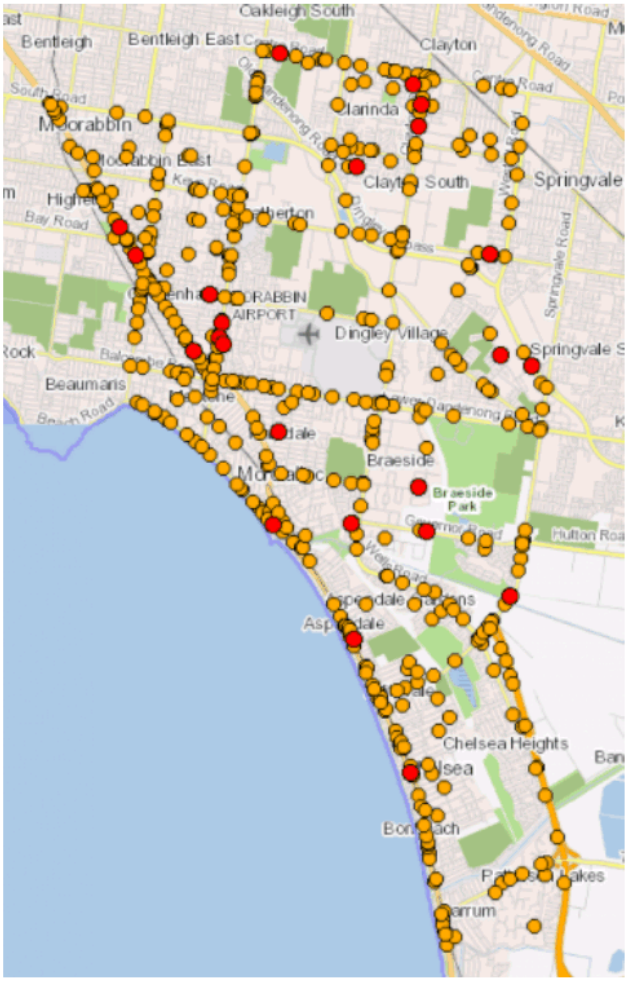

*Note: In December 2005, Victoria Police changed the classification of serious injuries and minor injuries sustained in road crashes, making it difficult to compare injury levels over time.*

**Serious and fatal crashes**

Figure 6 shows the serious crashes (orange dots) location and fatal crashes (red dots) in the municipality between 2015 and 2019.

Just over 77% of the 647 people seriously injured or killed in crashes on roads in the municipality occurred on the Department of Transport's arterial road network.

Figure 6
**Serious and fatal crashes (2015–2019)**



### 8.4.3 Age

Figure 7 shows the age of people injured on all roads and by road user type in Kingston between 2015 and 2019.

A total of 2,280 people were injured on Kingston's roads during this period. About 22% of these were aged between 17 and 29.

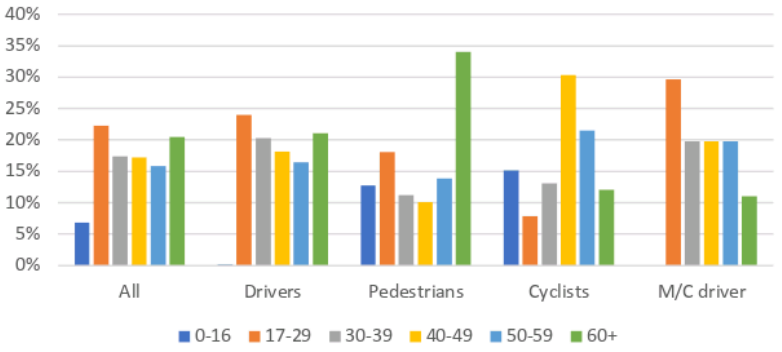
Of the 1,365 car drivers injured, 24% were aged between 17 and 29. This is a reduction compared with the five-year period from 2011 to 2015 when it was about 33%. This reduction indicates the success of targeted road safety messages, the provision of training and the legislation relating to this younger age group.

Of the 192 pedestrians injured, 34% were aged 60 or over. This indicates that older road-users represent a disproportionate number of pedestrians injured in casualty crashes. Generally, older people are inclined to suffer from more health issues, and they find it harder to recover from injuries. Therefore, they are more likely to be injured or die if involved in a crash than a younger road-user.

Over the five-year period, 193 cyclists were injured. The highest percentage of these (30.4%) were in the 40–49 age group, and a high proportion was also represented in the 50–59 age group. Young cyclists (16 or younger) also made up a high proportion of bicycle casualties.

Young motorcyclists aged 17–29 represented almost 30% of the 173 motorcycle driver injuries, reflecting the relative inexperience of these drivers.

Figure 7
**Persons injured by age and type of road user (2015-2019)**




*Note: the age of the road user was unknown for a small number of injured people. This group has been excluded in the percentages.*

### 8.4.4 Road Users

**Injury by type of road user**

Figure 8 shows the percentage of the 2,280 people injured on Kingston's road by type of road-user.

Drivers and passengers make up 75% of people injured. Pedestrians, cyclists, motorcyclists (and pillion passengers) make up the remaining 25%.

Vulnerable road users such as motorcyclists and cyclists often represent a low proportion of road users and are therefore over-represented in the casualty crash statistics.

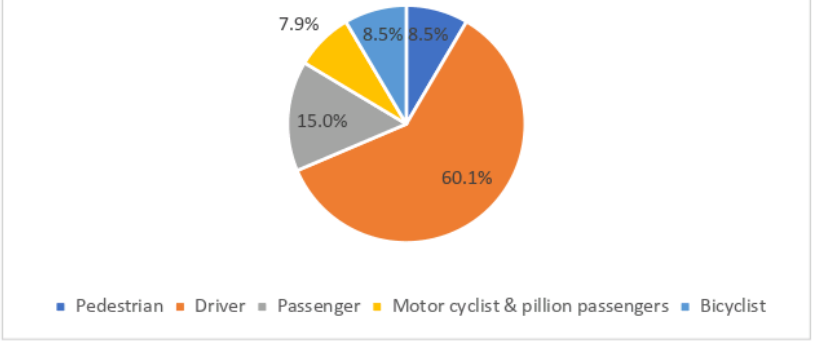
**Severity of injury by type of road user**

Figure 9 shows the severity of people injured on Kingston's road by road user.

The figure shows that vulnerable road users such as pedestrians, motorcyclists, and cyclists are more likely to be killed or seriously injured than car drivers and passengers.

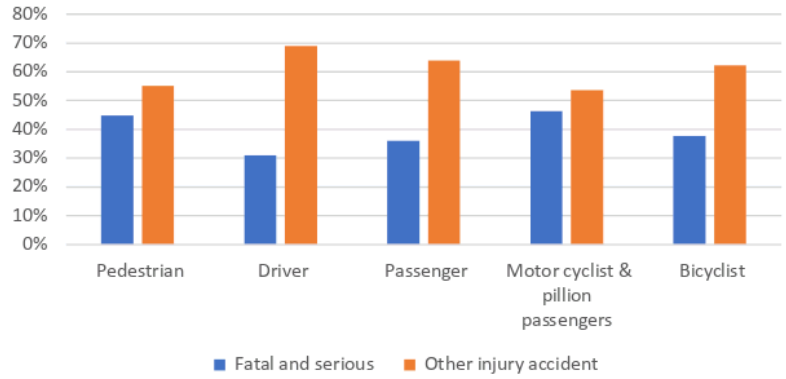
The experiences observed in Australia and around the world are that encouraging more people to cycle and walk is highly dependent on the existence of a connected network of safe routes suited to people of all age groups and abilities.

Figure 8
**Persons injured by type of road user (2015-2019)**




*Note: the type of road user was unknown for a small number of injured people. This group has been excluded in the percentages.*

Figure 9
**Severity of injury based on type of road user**




*Note: the type of road user was unknown for a small number of injured people. This group has been excluded in the percentages.*

### 8.4.5 Gender

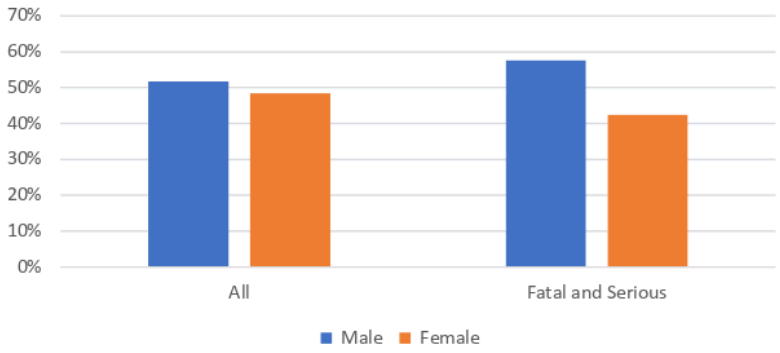
Figure 10 shows that men and women make up approximately the same percentage of the 2,280 people injured on Kingston's road between 2015 and 2019.

However, men are disproportionality represented in the fatal and serious injury categories at almost 58%.

### 8.4.6 Vehicle Type

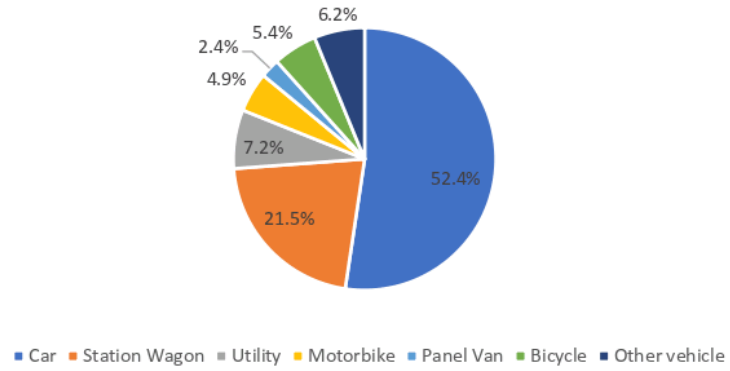
Figure 11 shows that the predominant type of vehicle involved in crashes were cars and station wagons (74%).

Figure 10
**Persons injured based on gender (2015-2019)**




*Note: the gender of the road user was unknown for a small number of injured people. This group has been excluded in the percentages.*

Figure 11
**Vehicle Type (2015 -2019)**



### 8.4.7 Crash Type

There were 582 fatal or serious crashes amongst 1,803 casualty crashes in the five years between 2015 to 2019. The dominant types of crashes are:

| DCA | Type | All Crashes | % Fatal and Serious |
|---|---|---|---|
| 130 | Rear-end | 24.8%; | 17.5% |
| 121 | Right through | 14.1%; | 13.6% |
| 113 | Right near | 7.3%. | 6.9% |

Of the 1,803 casualty crashes, 184 involved crashes with pedestrians (10.2%). 46.7% of these involved the pedestrian hit by a vehicle from the right.

| DCA | Type | All Crashes |
|---|---|---|
| 100 | Pedestrian hit by vehicle from the right | 46.7% |
| 102 | Pedestrian hit by vehicle from the left | 21.2% |
| 101 | Pedestrian emerges from in front of parked or stationary vehicle | 7.1% |

184 crashes also involved cyclists (10.2% of crashes).

| DCA | Type | All Crashes |
|---|---|---|
| 121 | Right through | 15.2% |
| 147 | Vehicle strikes another while emerging from driveway | 12.5% |
| 113 | Right near | 8.7% |
| 130 | Rear-end | 8.2% |

174 crashes also involved motorcyclists as a driver or passenger (9.7% of crashes).

| DCA | Type | All Crashes |
|---|---|---|
| 174 | Out of control on straight carriageway | 17.2% |
| 130 | Rear-end | 14.9% |
| 121 | Right through | 11.5% |

14.1% of casualty crashes involved a collision with a fixed object (such as a tree or pole).

## 8.5 Crashes involving alcohol and other drugs

The Department of Transport statistics show that there were 574 casualties during high alcohol times within the City of Kingston during 2015-2019. VicRoads define high alcohol times as time periods where alcohol is more likely to contribute to crashes, generally between 6 pm and 6 am.

## 8.6 Speed

Speed reduction has two major impacts on road trauma because the speed of travel influences the number of crashes that occur as well as the severity of crashes.

Figure 12 shows the severity of a crash is directly related to speed. At lower speeds road users have more time to react and make decisions; they are less likely to lose control; are more likely to take evasive action and stop in a shorter distance. Additionally, lower speeds result in reduced injury severity in crashes which do occur because of the lower levels of crash impact energy involved. Improved speed management can make a significant contribution to the overall improvement in road safety outcomes in Victoria.

Speed continues to contribute to a high proportion of crashes within the City of Kingston. The challenge for Council is to deliver educational messages to the community that speed not only includes driving above the posted speed limit, but also driving at inappropriate speeds for the conditions, e.g. wet and slippery roads, sun glare, heavy traffic, high pedestrian or cycle use areas, and within road work zones.

At the heart of *Towards Zero* is the belief that human health is more important than anything else. It acknowledges that, as people, we make mistakes. Our bodies are strong up to a point, but if we are hit at high speed, we can withstand only so much force before we break. The likelihood of being killed or seriously injured increases dramatically with speeds as low as 30km/hr. Children and older people are most at risk if hit above those impact speeds.

This vision is underpinned by the Safe Systems approach to safety. That's why we need to build safer road systems for everyone.

Figure 12
**Relationship of speed and risk of pedestrian fatality**

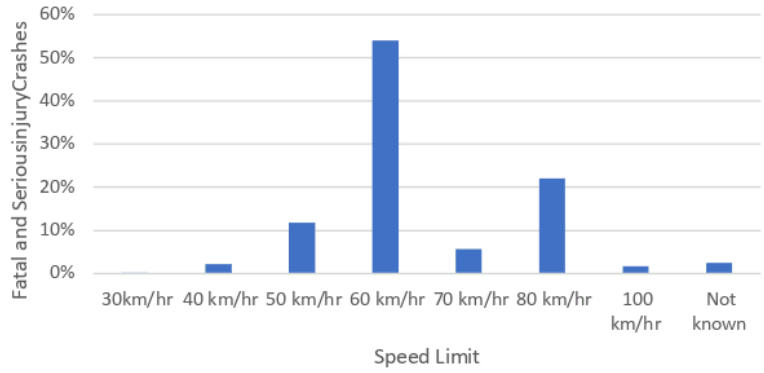



Council Officers regularly monitor the speed of motorists on local roads to help inform decisions regarding the need for educational and infrastructure programs. Where appropriate, Council also reviews the speed limits on key roads.

Figure 13 shows that 54% of the 582 fatal and serious crashes between 2015 and 2019 on Kingston roads were on roads with a speed limit of 60km/hr.

22% were on roads with speed limits of 80km/hr.

Figure 13
**Fatal and serious injury crashes - by speed limit**




## 8.7 High crash locations

Safe roads are an essential component of the Safe System. Therefore, it is necessary that high crash locations be given attention in a coordinated way across local and state governments.

There are many high crash locations within the City of Kingston, with most on arterial roads under the DOT management. The intersections on arterial road locations with the highest number of crashes during 2015–2019 are listed below in Figure 14.

Figure 14
**High crash locations on arterial roads (2015–2019)**

1. Warrigal Road at Nepean Highway
2. Westall Road at Rowan Road
3. Warrigal Road at Bernard Street
4. Westall Road at South Road
5. Mornington Peninsula Freeway at Springvale Road
6. Nepean Highway at Bay Road
7. Centre Dandenong Road at Chifley Drive
8. Lower Dandenong Road at Springvale Road
9. Nepean Highway at Chesterville Road
10. Nepean Highway at Centre Dandenong Road

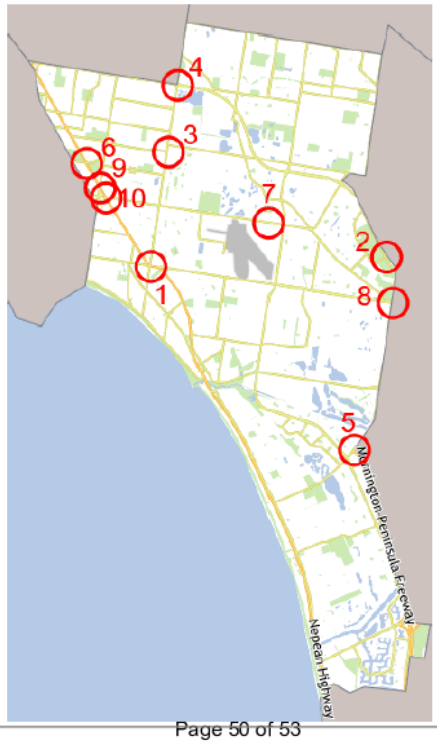


Figure 15 shows the high crash locations at intersections (known as black spots) or length (black links) on local roads.

Figure 15
**High crash locations on local roads (2015–2019)**

1. Charman Road at Park Road (black spot)
2. Station Street at Thames Promenade (black spot)
3. Charlotte St at Meriton Place (black spot)
4. Station St from Berry Ave to Blantyre Ave (black link)
5. Station St from Nepean Highway to Harrison Lane (black link)
6. Charman Road from Railway Road to Glebe Ave (black link)




Each year, Council reviews the casualty crash records on Council roads over the last five years to identify black spots and links for possible funding. As a way to determine the sites to take forward for detailed design, funding and implementation, Council considers factors such as:

- projects recently undertaken or are programmed to occur
- clear patterns of crashes at a location
- cost-benefit of funding the scheme.

For example, Thames Promenade at Station Street and Charman Road in Cheltenham are subject to level crossing removal works and therefore do not warrant further blackspot investigations.

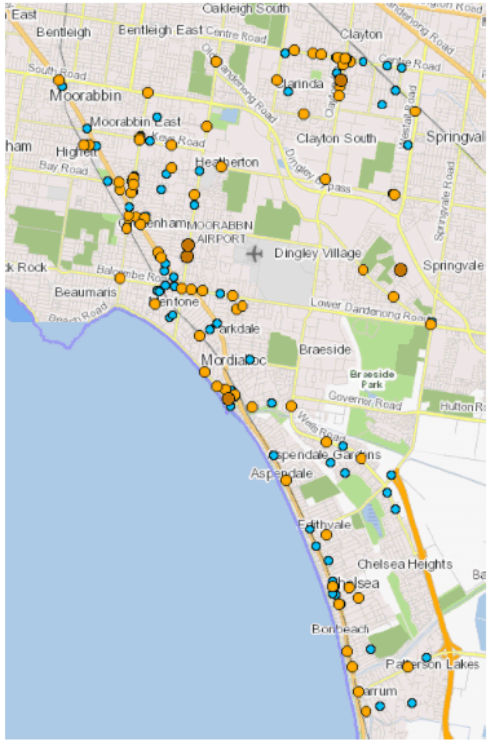
Council can also develop Local Area Traffic Management (LATM) works such as speed humps in local streets that are identified as traffic trouble spots and seek funding from State Government and other funding bodies. These investigations consider a range of issues such as casualty crashes, speeds, flows, through-traffic volumes and community feedback. Sites with high casualty crashes, speed, and through-traffic are given a higher priority for taking forward to design and implementation.

This Road Safety Strategy does not address the specific infrastructure needs of individual streets. However, it compliments other Council policies and plans that address 'blackspot' sites, plan traffic treatments and outlines the process for advocating for DOT resources.

**Pedestrian casualty crashes**

Figure 16 shows the location of pedestrian casualty crashes. The dot map shows clusters of pedestrian casualty crashes close to the shops at the intersections of Centre Road and Clayton Road, Cheltenham and Southland, Mentone, Mordialloc, and Chelsea, particularly on the DOT arterial road network.

Figure 16
**Pedestrian casualty crashes**

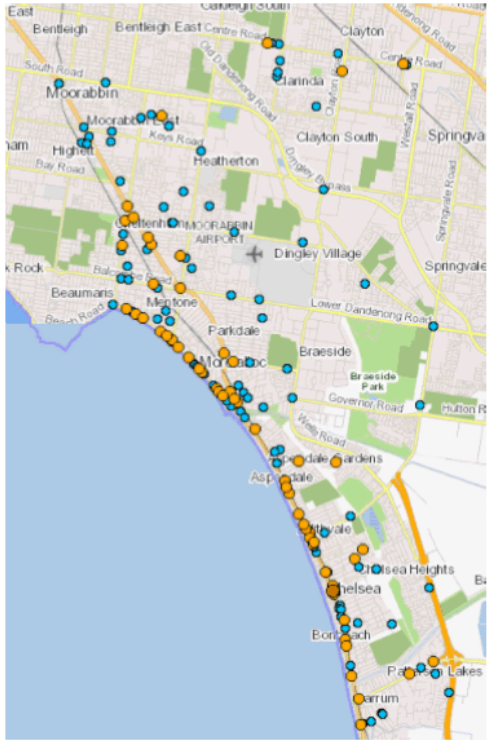



**Bicycle casualty crashes**

Figure 17 shows the location of bicycle casualty crashes. The dot map shows that bicycle casualty crashes are focused on roads along the bay such as Beach Road, Nepean Highway and Station Street, with many the serious crashes also occurring on these roads.

The completion of the segregated cycle paths on Beach Road and on Station Street are important measures to address this casualty crash record.

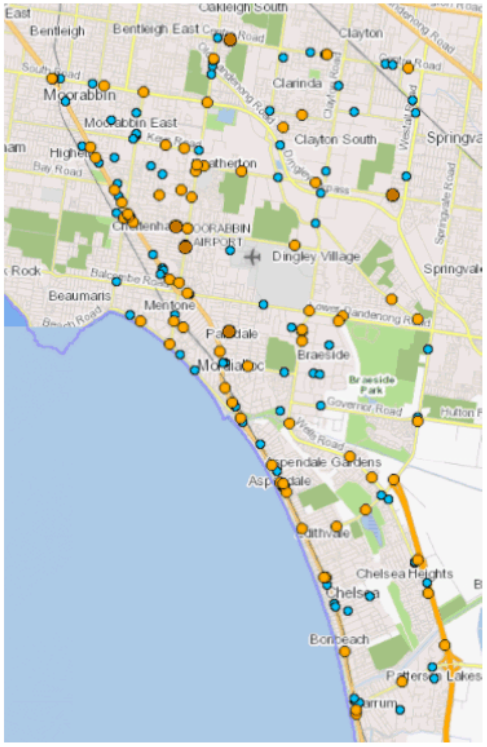
Figure 17
**Bicycle casualty crashes**




**Motorcycle casualty crashes**

Figure 18 show the location of motor casualty crashes. The dot map shows that motorcycle casualty crashes are more dispersed over the municipality, however, they are located mainly on the DOT arterial road network

Figure 18
**Motorcycle casualty crashes**



## 8.8 Government role in transport

### 8.8.1 Council

Council plays a significant role in delivering transport outcomes across the municipality. These roles include:

- Managing the local road network such as maintaining local roads and paths (including off-road paths though Council reserves) and traffic management measures on local roads (such as speed humps) as part of Local Area Traffic Management studies.
- Applying relevant legislation and regulation such as management and enforcement of parking restrictions and issuing permits for heavy vehicles to travel on local roads.
- Providing evidence to support policy and planning, e.g. investigating new transport strategies and assessing the transport issues relating to planning applications for new developments within the State Government's Planning Scheme scope.
- Advocating, partnerships and funding. Council works with other organisations on major traffic projects (such as removing level crossings) and changes to the DOT network (such as extending the Mornington Peninsula Freeway – Mordialloc bypass). The Council seeks funding for 'blackspot' works on local council roads from DOT or other external sources.
- Engaging with the community and implementing behaviour changes. Council works with communities and businesses to understand travel needs and encourage the use of active transport. For example, Council consults residents, provides programs to encourage children to walk to school, provides road safety advice to residents and developers, and improves accessibility for all community members.

### 8.8.2 Federal and State Government

The Australian Government prioritises and progresses transport infrastructure of national significance. It also provides funding for transport projects primarily carried out by the state and local roads projects through the 'Black Spot' and 'Roads to Recovery' programs. They are responsible for economic policy, raising most transport taxes, emissions reduction, major funding projects, regulation and airports.

State governments prioritise and progress transport infrastructure of state-wide significance along with the main road network. The Victorian State Government is responsible for main transport legislation, vehicle registration fees, strategic land-use planning, freight and ports, public transport, freeways, highways and main roads, strategic road safety, major cycle trails, travel demand management, and the allocation of state and federal funding for transport projects. The Department of Transport (DOT) manages the arterial road network in Victoria.

| Road Safety Strategy Community Feedback | Summary | Related to Strategy or Operational | Response |
|---|---|---|---|
| After years of using the intersection of High street and the Nepean highway and having a number of near misses, I recently had a car accident here. I feel it's a very dangerous intersection and needs modification to make it safer. | Concerns with safety around the intersection in Mordialloc. | Operational | This intersection is managed by Department of Transport. Council can advocate with the Department of Transport for improvement of this intersection focusing on safety and access. |
| My child goes to school by himself on a scooter from Moorabbin train station. He uses sidewalk of very busy road, then crosses the bridge to school. Hopefully bridge can be supervised too, as there many kids on the bikes. There is a bus stop, but It runs poorly, return busses leaving same time. It's not possible to drop child and take other bus back home. | Safety concerns surrounding Moorabbin train station. | Operational | Council can advocate and work alongside PTV and the Department of Transport to address safety concerns around Moorabbin train station. |
| Please do more around schools, better, clearer signage and more crossings. | Concerns around signage surrounding schools. | Operational | The Road Safety Strategy, Key Response Area 2, Section 2.1, refers to focusing on community needs and requirements for road safety.<br>Council currently conducts an audit of all school crossings on an annual basis and applications for supervisors and crossing sites are lodged with Department of Transport. In addition, electronic variable message systems (VMS) are on trailers and are used for road safety messaging where needed in the municipality. |
| Trucks shouldn't idle on Worthing Rd behind furniture shop as it blocks vision of children crossing road at Moorabbin Primary School. | Trucks blocking vision of children's crossing. | Operational | Arrange Local Laws officers to conduct enforcement in the area. |
| Would like more officers present to provide warnings to parents driving unsafely around primary schools. | More enforcement by Local Laws officers around primary schools. | Operational | Combine effort with Local Laws officers and local police to conduct enforcement in the area. |
| Moorabbin Primary School has a very dangerous situation with roads.<br>Kiss and Go is not working. Need to have one side of the road clear way during school drop off and pick up. Parking needs to be altered so that Dane Road is not backed up during school pick up and drop off.<br>Parking on both sides of the road are taken up by the car yard across the road. | Concerns about dangerous driving around Moorabbin Primary School, Kiss & Go zones not working effectively. | Operational / Strategy | Council has developed a Kiss & Go education pack to help school communities implement the program. Council can offer the education pack to the school and arrange for the Traffic and Transport team to investigate the traffic concerns further. |
| Not enough road safety around schools, in particular Moorabbin Primary. Very dangerous in the mornings, with traffic and parents trying to do 3 point turns in front of the school, instead of just driving around the corner.<br>Also Wickham road is an accident waiting to happen with no crossing for the kids. I've seen numerous cars speed around the roundabout at the train crossing and just miss kids. Traffic banks up at the train line and drivers get impatient and this leads to dangerous driving with kids on the way to and from school. | Speed and dangerous driving concerns around Moorabbin Primary School. | Operational / Strategy | The roundabout on Wickham Road is on the border with Bayside and Kingston. Bayside City Council has looked into the roundabout concerns and the crash stats do not warrant measures. Further investigation can take place with both parties. |

| Road Safety Strategy Community Feedback | Summary | Related to Strategy or Operational | Response |
|---|---|---|---|
| At Moorabbin Primary School the Kiss and Go does not work effectively in that the road is completely blocked on Worthing Rd during peak times due to the Kiss and Go. | Kiss & Go not working effectively at Moorabbin Primary School. | Operational or Strategy | Traffic treatment measures can be discussed in combination with the school participating in Council's 'Safe Routes to School' road safety education program. |
| All schools need to do some type of road safety programs. There are a lot of primary & secondary schools in the area, therefore a lot of cars, bikes and buses. Having a better road awareness at primary & secondary schools definitely makes students more aware of road rules and "sharing the road" with cars, buses, other cyclists and pedestrians. | Concerns about the volume of traffic in the area, students need to be educated on sharing the roads. | Strategy | The Road Safety Strategy, Key Response Area 5, Section 5.2 refers to early childhood and safe school travel.<br>All Kingston schools are currently offered road safety programs from early learning childhood through to secondary school. |
| Continued engagement with schools and the community is an essential aspect of any road safety initiative. | Engagement between schools and the community. | Strategy | The Road Safety Strategy, Key Response Area 5, Section 5.2 refers to early childhood and safe school travel.<br>All Kingston schools are currently offered road safety programs from early learning childhood through to secondary school. |
| I think avoiding drink driving should be added in children curriculum | Education on drink driving for school children. | Strategy | The Road Safety Strategy, Key Response Area 6, Section 6.2 refers to reducing road trauma for novice drivers aged 18-25.<br>Council currently provides 'Looking After Your Mates' which is an interactive program that focuses on safe driving, wearing a seatbelt and driving under the influence of drugs and alcohol. |
| I think the implementation of the kiss and go program, at least at Southmoor Primary School, needs augmentation. While the program works, the management of the traffic needs to be improved. There seems to either be widespread misunderstanding amongst parents, or retraining needed for parking officers. | Kiss & Go not working effectively at Southmoor Primary School. | Strategy | Council has developed a Kiss & Go education pack to help school communities implement the program. Council can provide the education pack to the school. |
| It would be great to have Victoria Police involved in a bike safety program. We have seen the emergence of fuel powered bikes ridden by teenage boys. This added speed and recklessness has created a new danger. | Bike safety education for teenagers with involvement from Victoria Police. | Strategy | Bike education is currently offered to all secondary schools in the municipality. Council can invite Victoria Police to attend one of the sessions. |
| Our traffic flow is problem at Dingley Primary School. We would benefit from routine visits to monitor the Kiss and Go Zone, which currently has a number of cars unattended, parked in the same position for longer than they should and poor traffic etiquette. | Kiss & Go not working effectively at Dingley Primary School. | Strategy | Council has developed a Kiss & Go education pack to help school communities implement the program. Council can provide the education pack to the school.<br><br>Council can also arrange Local Laws officers to conduct enforcement in the area. |
| Southmoor Primary there not many kids n go point or any parking for parents. It's always congested which is not good for parents or students. | Parking issues around Southmoor Primary School. | Strategy | Council has developed a Kiss & Go education pack to help school communities implement the program. Council can provide the education pack to the school.<br><br>Council can also arrange Local Laws officers to conduct enforcement in the area. |
| The Council supported St Andrew's with the introduction of a Kiss & Go program last year and presented various materials to our families in regards to parking regions around the school site. The Kiss & Go initiative has been highly successfully easing traffic flow issues around the site and making the high traffic areas safer for our children.<br>I'd suggest that perhaps twice a term there's a presence from Council at our Kiss & Go site just to reinforce the importance of the strategy and to remind parents of their obligations to park & drive safely. Whilst we often make reference to safety around the site the visual presence of an external party makes a significant impact. | Monitoring and enforcement of the Kiss & Go zone at St Andrew's Primary School. | Strategy | Council has developed a Kiss & Go education pack to help school communities implement the program. Council can provide the education pack to the school.<br><br>Council can also arrange Local Laws officers to conduct enforcement in the area. |

| Road Safety Strategy Community Feedback | Summary | Related to Strategy or Operational | Response |
|---|---|---|---|
| There should be a push for all people who want to ride on the road to have a learner permit and there should be a large portion of the road education that outlines the rules around bikes on the road. It should go into the details of what obligations drivers have to keep cyclists safe and what obligation cyclist have to keep them selves safe and not antagonize drivers. That way we can start a generation that is on the same page about roads being for all kinds of vehicles and we know that those using the roads know what their obligations are. | Road safety education and rules of the road for cyclists to be revisited. | Strategy | Bike education is currently offered to all schools, community hubs and for older adults. |
| With three children, I am surprised that I hadn't heard of most of the programs listed. Clearly there is limited communication or it isn't hitting the mark. My kids are both primary and secondary and we went through a local kinder program. Glad to see there is so much available but disappointed that I didn't know about them. | Improve the community awareness of Road Safety Programs. | Strategy | The Road Safety Strategy, Key Response Area 2, Section 2.1, refers to focusing on community needs and communication throughout the community, with focus on social media campaigns, newsletters, website updates on programs and community engagement with focus groups.<br><br>Council continues to meet on a regular basis with community centres and with schools through the Schools Road Safety Network. Programs are regularly promoted. |
| There needs to be more emphasis on dangerous driving. I am sad and disappointed in council that they put a strong focus on drop off and pick up times at schools. Smashing working parents with fines over small parking infringements is revenue raising disguised as law and safety enforcement. Parents picking up their kids will only ever have their child as a priority and the current climate we live in, they face a great amount of pressure juggling many things at once. Put these workers out at the schools enforcing lawful compliance with a great amount of discretion, therefore making this busy period a safe and less worrisome time for all. This will lead to people having better awareness and driving habits. If parents fail to comply or are repeat offenders, then go down the road of official warnings and fines. The fact that instead of doing that, local council workers give fines for the small infringements committed, while driving around in their cars and avoiding being seen or interacting with people is very poor behaviour. Let's see if there are people in Kingston council with some common sense. | Emphasis on addressing dangerous driving around schools. | Strategy | Traffic and Transport team to discuss a review of the driving conditions around schools with Local Laws team and the local police. This can include a review of the most appropriate education and enforcement to improve driving conditions around schools. |
| I live in Chelsea Heights and my daughter attends Edithvale PS. Our way to home lies through Edithvale Road. There is a part of it between the wetlands, which is always flooded on the footpath during the winter, which makes us walk around it on the road. I am terrified to think what can happen if my daughter will walk by herself from school to home and will be on the actual road to bypass the flooded footpath. Last year there was a plastic bridge installed, but this year none had been installed. I have called South Water, VIC roads and Kingston Council, but nobody takes responsibility of fixing it. Does Kingston Council need an actual tragic event to happen in order to take action?<br>Hope, there is somebody there with the heart, brain and a bit of resources to understand. | Concerns of children's safety using the path to access school at Edithvale Primary School due to the flooding on footpath. | Operational | Consult with Department of Parks and advocate for the concerns of the footpath within the wetland areas and access to the school. |

| Road Safety Strategy Community Feedback | Summary | Related to Strategy or Operational | Response |
|---|---|---|---|
| I have reviewed the strategy and the actions documented for each key area. There is a gap in the advocacy and strategic planning role of council in ensuring safe pedestrian routes.<br>What is Kingston Councils role in advocating for safe pedestrian routes over railway lines and through shopping centres? How do they engage with the DOT? How do they support community requests and identified needs?<br>It is not just about closing pedestrian train line crossings. All actions can have unintended consequences. For example, in the Parkdale area the Elm Street train line pedestrian crossing was suddenly closed with no consultation with the community. There has been no commitment to its re-opening despite community outrage. The closure of the crossing means that children and older people need to use more dangerous road crossing points with limited visibility and more traffic. The crossing needs to be re-opened with pedestrian safety gates to enable a safe access route to schools and an alternative to going through the extremely congested Parkdale Shopping Centre/Como Parade crossings and round-about on Parkers Road.<br><br>The pedestrian zebra crossing outside the library is poorly designed and may cars do not stop for pedestrians. | Safe pedestrian routes over railway lines. | Operational | Council will develop an advocacy policy as well as walking an cycling plan to address these concerns. |
| I'd like to see the end of Worthing Rd that goes from the round about/ train crossing at Wickham Rd to Nepean Hwy be made a one way and the round about/ train crossing/ nightmare be changed to lights.<br><br>All the junk and signs on the roundabout block the view of drivers going through the intersection and I see plenty of children on their way to school having to run to get across the road. To have such a mess on an intersection on a main route for chidden to get to school is a tragedy waiting to happen. 8 people have already died there so we don't need to add to it<br><br>I propose the intersection to work something like this:<br>- No RH turn into Worthing Rd when coming north on Wickham Rd<br>- This would eliminate one arm off the intersection<br>- If people want to turn right they should go down Spring Rd, Muir St, Herbert St, Momani Ave or Railway Parade<br>- The continuance of Worthing Rd from the intersection to Nepean to be one way<br>- This would provide better flow of traffic for children getting dropped off at school<br>- It also stops people singing into the end of Worthing Rd from the end of Dane Rd as a dangerous short cut<br>- As far as the intersection concerned there would be one less arm going into the intersection<br>- Travelling north on Wickham you can turn left on to Worthing, go straight or turn right on to railway<br>- Travelling south on Wickham would be the same but an RH turn lane be added to Worthing Rd with an arrow signal<br>- Travelling east on Worthing you would get a light that allows access to all current direction<br>- There wouldn't be any traffic entering the intersection going west on Worthing Rd | Traffic treatments for Worthing Road on the border of Bayside. | Operational | Worthing Road is within the municipality of Bayside and does not fall under Kingston's jurisdiction.<br><br>Traffic treatments and recommendations will need to be considered and discussed with the relevant department within Bayside City Council. |

| Road Safety Strategy Community Feedback | Summary | Related to Strategy or Operational | Response |
|---|---|---|---|
| Get Kingston parking officers to come to Barker and Hall Streets Cheltenham from 7am-8.30am weekdays, and control the traffic.<br><br>Give parking tickets to parasites that park in No Standing Zones at street corners, especially tradesmen and delivery vans! | No Standing Zones to be monitored. | Operational | Combine effort with Local Laws officers and local police to conduct enforcement in the area. |
| Educate non drivers also and don't slow traffic too much as if the drivers are looking down at the speedo that's when accidents happen. | Educate learners on speed and watching the speedometer. | Strategy | Provide education through Council's 'L2P' program. |
| Speed concerns and treatments required around Clarinda Primary School. | Speed concerns surrounding school. | Operational | Arrange for Local Police to conduct enforcement in the area. |
| Lobby the hell out of the state and federal governments to make daytime headlights mandatory ASAP. Make sure pedestrian crossings are well lit at night, and install cctv at crossings that have repeat reports of drivers not stopping for pedestrians. Make sure raised road crossings are clearly marked as pedestrian crossings, both for drivers and pedestrians (or remove them because many pedestrians think they have the right of way, and so do the cars - these can be very dangerous!!!). | Concerns regarding lights and CCTV cameras at crossings, raising awareness on dangerous driving. | Operational | Advocate to Department of Transport and Victorian Police to identify dangerous crossings. |
| Multi lingual approach. | Multi Lingual programs and newsletters. | Strategy | Multi Lingual programs are currently offered to all community groups and schools. |
| Please do a traffic management survey at Southmoor School. | Traffic management survey around Southmoor Primary School. | Operational | A Traffic Management Survey of Southmoor Primary School has been conducted. Results can be provided to the school community. |
| Signage. Flags about. Banner campaign.<br>Can you put zebra crossing in gladesville blvd where bike paths cross it 500m south of Patterson lakes primary???? Please. | Zebra Crossing and banner campaign near Patterson Lakes Primary School. | Operational | Can be considered as part of Council's Walking and Cycling Strategy. |
| Social media strategies, MCHN for pre schoolers, library sessions, utilise other agencies i.e. before/after school care, schools. | Promotion of Road Safety Programs to the wider community. | Strategy | The Road Safety Strategy, Key Response Area 2, Section 2.1, refers to continuous communication with all community centres and schools via electronic avenues, social media and flyers. |
| Teach volunteer parents and organise suburb walking school buses programs where children get to walk to school and learn the road rules. | Walk and ride programs focusing on road rules. | Strategy | The Road Safety Strategy, Key Response Area 5, Section 5.2 refers to early childhood and safe school travel.<br>Kingston Schools are currently offered the 'Park & Stride' Program. This includes an audit of the area. Detailed maps are provided to the school outlining the safe routes to school and areas to park and stride to the school. |
| (Program promotion) TV commercials and Facebook ads. | Advertising of programs to the wider community. | Strategy | The Road Safety Strategy, Key Response Area 2, Section 2.1, outlines several methods of communication. |
| (Program promotion) Use of social media pop ups | Advertising through social media such as Facebook. | Strategy | Can incorporate more social media pop ups as part of the communication strategy. |
| (Program Promotion) via sporting clubs perhaps | Engagement with Sporting clubs. | Strategy | Council currently has access to promoting programs to sporting clubs. |
| (Program Promotion) Council SMS notification | Advertising via SMS notification. | Strategy | Council is currently able to conduct SMS notifications with key organisations on request. |

| Road Safety Strategy Community Feedback | Summary | Related to Strategy or Operational | Response |
|---|---|---|---|
| **Pre School Road Safety Education**<br><br>Bikes, crossing the road, car awareness.<br>Crossing roads like the strategy we were taught when young- look right, look left, look right again"; crossing the road safely.<br>Evidence based programs.<br>How to check before crossing, always cross with an adult, being careful around car parks and driveways: look n listen.<br>Practical programs in held at the preschools. Including walking with them from pre-school to school.<br>Road rules; Safe use of School Crossings prior to starting school.<br>Bike education (Grade 4/5) + Walking to school Programs.<br>As they learn through play, I would suggest a more hands on approach where a mini intersection is set up with traffic lights etc (kids size).<br>Stop look and listen think – thingltoodle.<br>Not running into the roads, but stop, look, listen and then go.<br>Importance of not running onto the roads. | Bike Education, car awareness.<br><br>Curriculum based programs.<br>Pre School Excursions focusing on crossing the road safely.<br>Holding hands when crossing the road and learning through activities.<br><br>Suggested road safety education for Pre Schools - focusing on the road rules, safe use of the school crossings and learning the importance of not running onto the roads. | Strategy | The Road Safety Strategy, Key Response Area 5, Section 5.2 refers to early childhood and safe school travel.<br><br>Road safety programs are currently offered to all Pre Schools in the Kingston municipality. The programs are evidence based and cover a range of education including these suggestions from the community. |
| **Primary School Road Safety Education**<br><br>Better signage around schools.<br>Bike Education from a earlier age, focusing on bike skills and road awareness basic road rules.<br>Safe use of Kiss & go Zone, crossing rules road awareness.<br>Understanding how roundabouts work about traffic lights and use of pedestrian crossings.<br>Teaching drivers to take the longer way around and kids can walk a little they don't need to be dropped off right at the front gate. | Suggested road safety education for Primary Schools - signage around schools focusing on pedestrians and cyclists, bike education and basic road rules, focus on road safety awareness programs and park & stride programs. | Strategy | Conduct an audit of signage around the primary schools.<br><br>The Road Safety Strategy, Key Response Area 5, Section 5.2 refers to early childhood and safe school travel.<br><br>Road safety programs are currently offered to all Primary Schools in the Kingston municipality. The programs cover a range of education including bike education and 'Park & Stride'. |
| **Secondary School Road Safety Education**<br><br>Bike education focusing on respecting space between drivers and cyclists.<br>In-School driving education, Road Rules for pedestrians, cyclists and drivers.<br>Drink drive programs, driving simulation programs.<br>Awareness while working with technology.<br>Safe travel and driving education training.<br>Programs that focus on the impact of positive and negative decisions on the roads. | Suggested road safety education for Secondary Schools - focusing on the impact of positive and negative decision-making on the roads. | Strategy | The Road Safety Strategy, Key Response Area 6, Section 6.2 shows that programs are offered to all Secondary Schools. This includes bike education, drinking and driving programs, F2Drive programs, looking after our mates, and safer smarter pedestrian focused programs. |

| Road Safety Strategy Community Feedback | Summary | Related to Strategy or Operational | Response |
|---|---|---|---|
| **Novice driver Road Safety Education**<br><br>A defensive/safety driving course for all licence applications.<br>Compulsory safety programs, focus on speed reduction and understanding of influencing accidents.<br>Driving simulator emergency and busy simulation also a good understand of the road rules.<br>Free open range obstacle course they could practice all the different ways to park.<br>Speed sensing signs to test speed.<br>Defensive driving courses, use of daytime headlights .<br>Safe driving skills courses. | Suggested road safety education focusing on speed, safety and driving practice for novice drivers. | Strategy | The Road Safety Strategy, Key Response Area 6, Section 6.2 refers<br>Council currently offering safety driving programs focusing on speed, defensive driving skills and understanding the road rules. |
| **Older driver Road Safety Education**<br><br>Frequent retesting once certain age reached, e.g. 70yrs><br>Simulated drives to expose poor reaction times poor vision impact<br>Updated road rules assessments for older drivers.<br>Have driving tests for competencies.<br>Medical examinations. | Suggested road safety education for older drivers - driver assessments. | Strategy | The Road Safety Strategy, Key Response Area 7, Section 7.2 refers to programs and assessments that are offered to all older adults in Kingston. medical and driving assessments are offered on a request basis. |
| **Cyclist Road Safety Education**<br><br>Practical training at all year levels.<br>Information/class presentations re the school crossings.<br>Awareness of traffic.<br>Probably one of those thigs that needs to be put in place with young people.<br>Not wearing black at night.<br>Programs are essential.<br>Educate drivers on bike ethics, wear bright clothes and lights on bikes.<br>Increase age limit for riding bike to 16, 12 is to young.<br>General bike skills to help increase confidence, especially in kids & females (there is a gender disparity). Roadies also need to understand that they can be intimidating in packs.<br>Flashing light on bike.<br>Proper education on how to ride on the road. Advertising as a new to road cycling and what you need to know. | Road safety education suggestions for cyclists. | Strategy | The Road Safety Strategy, Key Response Area 10, Section 10.2 refers<br>Council offers bike education to all schools, community hubs covering various ages and abilities. |

| Road Safety Strategy Community Feedback | Summary | Related to Strategy or Operational | Response |
|---|---|---|---|
| **Pedestrian Road Safety Education**<br><br>Social media interactions regarding engaging with your mobile phone whilst walking in traffic, crossing the road etc. Phone distraction awareness.<br>Use of billboard at stations, bus stops and other public spaces ( side of bins ) advertise a range of education and statistics to embed the message.<br>Get off mobile phone and look around you. | Road safety education suggestions for distracted pedestrians. | Strategy | The Road Safety Strategy, Key Response Area 9, Section 9.2 refers to education and programs offered for Pedestrians. This includes pedestrian distraction, installation of decals and banners. Educational material is offered within Council's current road safety programs. |
| **Motorcyclists Road Safety Education**<br><br>Education of road rules, speed reduction, road rules ongoing testing. New riders a min number of instructed hours.<br>Time and effort and money should be put into the education of drivers about motorcyclists. | Enforcement for motorcyclists. | Strategy | The Road Safety Strategy, Key Response Area 11, Section 11.2 refers to behavioural programs for motorcyclists focusing on speed, road rules and ongoing testing. |
| How are you going to advocate for speed limiters on motorcycles when that is not a focus of the National or the Victorian Transport Strategies? This policy has been rejected by DoT years ago. Have you spoken to the motorcycle SMEs at DoT? | Advocate for speed limit on motorcycles. | Strategy | The Road Safety Strategy, Key Response Area 11, Section. 11.2 refers to advocating for limiting the top speeds on motorcycles. This will fall under Council's advocacy role. Motorcyclists are a vulnerable road user group and more likely to be killed in crashes than car drivers. Speed has an influence on the number and severity of crashes. |

# Council Meeting

**27 September 2021**

**Agenda Item No: 10.10**

# SPORT AND RECREATION VICTORIA - COMMUNITY CRICKET PROGRAM 2021/22

**Contact Officer: Mark Stockton, Team Leader Active Kingston**

## Purpose of Report

To present proposed projects for application to the State Government's Community Cricket 2021/2022 funding program, as administered by Sport and Recreation Victoria (SRV).

## Disclosure of Officer / Contractor Conflict of 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. Endorse the submission of the following projects as applications to the State Government's Community Cricket Grant Program - Community Facilities 2021/22:
   a) Upgrade of the existing 3 bay cricket nets to meet current standards at Edithvale Common, Edithvale; and
   b) Construct an additional fourth cricket bay at Bonbeach Sports Reserve (west), Bonbeach; and
2. Commit to providing funding of up to $150,000 in the 2022/23 Council Capital Works Budget and Long-Term Financial Plan to meet the financial contribution to the endorsed projects.

## 1. Executive Summary

This report identifies potential projects for application to the State Government's Community Cricket Grant Program 2021/22 (Program). The Program is now open and local governments are invited to submit project proposals to Sport and Recreation Victoria (SRV) by 22 September 2021. Council's endorsement of the applications is sought retrospectively to support SRV's assessment of Kingston's submission.

The recommended projects have been assessed as strongly aligning with the eligibility criteria and address current and existing issues impacting the sport of cricket.

This report seeks Council's endorsement of the recommended projects as applications to the Program.

## 2. Background

On the 4 August 2021, Council received advice that the Minister for Community Sport, Ros Spence announced that the 2021-22 Community Cricket Program (Program) is open with applications closing at 5pm on Wednesday 22 September 2021.

This $13.5 million community cricket program is a state-wide Victorian Government investment program that provides a range of grant opportunities including the Community Cricket Facilities funding stream currently open (third round)

The Program allows for Councils to submit unlimited applications, however the total funding request from Council should not exceed $200,000 per local government authority, and each submission can seek a maximum grant of $100,000. The required funding ratio is SRV $1: Council $1.

SRV advise that all projects must align with the State Government's requirements of demonstrating clear benefits for increasing participation in sport, recreation, and physical activity, and be well developed and shovel ready with all required project pre-planning documentation completed, such as schematic plans, quotes/cost estimates and club support towards the project.

The Program's eligibility criteria are:

1. Project need – participation issues the project is seeking to address and why it is needed
2. Project outcomes – initiatives and outcomes to reinforce the impact of the project for diversity and inclusion of under-represented groups and disadvantaged communities
3. Community and Stakeholder Engagement – how the community has been consulted and the outcomes of engagement
4. Project readiness - concept plans, accurate costings and being shovel ready

The critical dates for the submission, assessment, and award of applications, as set by SRV, are:

- Applications Close: 22 September 2021
- Applications Assessment: September- October 2021
- Projects Announcements: From December 2021

## 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

Successful applications to the Program assist infrastructure developments that provide additional sport and recreation opportunities and assist in the promotion of healthy active lifestyles for the community.

### 3.2 Consultation/Internal Review

Officers have worked with sporting clubs and departments of Council to identify and investigate projects that are suitable for this funding. Letters of support have been received from the clubs and included in the submission.

Future consultation regarding timing and any potential disruptions to operations will occur upon notification of successful applications from SRV.

Discussions have commenced with representatives from Sport and Recreation Victoria regarding the potential projects for submission.

### 3.3 Operation and Strategic Issues

3.3.1 Potential Projects for Application

The identified projects for application to the Program and benefitting clubs are listed below:

| Project Details | Clubs |
|---|---|
| 1) Edithvale Common, Edithvale – Upgrade existing 3 bay cricket nets to meet current standards. | • St. Brigids St Louis Cricket Club<br>• Chelsea Heights Aspendale Gardens Cricket Club |
| 2) Heatherton Reserve – Upgrade existing 3 bay cricket nets to meet current standards. | • Heatherton Cricket Club |
| 3) Doug Denyer Reserve – Upgrade existing 3 bay cricket nets to meet current standards. | • Mordialloc Cricket Club<br>• Parkdale Cricket Club |
| 4) Bonbeach Sports Reserve – Provide an additional cricket bay to achieve a total 4 bay cricket net facility. | • Bonbeach Cricket Club |

3.3.2 Application Assessment

The potential projects were assessed by officers against the Program's eligibility criteria (refer Appendix 1).

The assessment has provided the following ranking for the proposed projects:

1. Edithvale Common, Edithvale;
2. Bonbeach Sports Reserve;
3. Heatherton Reserve; and
4. Doug Denyer Reserve, Mordialloc.

Following assessment, it is recommended that projects at Edithvale Common and Bonbeach Sports Reserve are submitted as applications to the Program. The other projects are not as strongly aligned against the Program's eligibility criteria. The projects at Heatherton Reserve and Doug Denyer Reserve were assessed as having limited opportunities to increase participation rates for under-represented sporting groups and had lower levels of stakeholder engagement.

Key considerations that inform this recommendation are listed below:

<u>Edithvale Common</u>

Upgraded cricket net facilities enable clubs to continue playing at Edithvale Common. Upgrades will ensure nets are fit for purpose and do not pose a potential hazard to club and public users. The cricket nets have been assessed as being in poor condition.

This site is less complex, and the works are expected to be completed within the Program's 18-month timeframe (from approval of the grant).

Bonbeach Reserve (western end)

This project responds to a growing demand for cricket in the area. Council has also commenced consultation activities with the draft Master Plan for Bonbeach Sports Reserve.

The draft master plan for Bonbeach Sports Reserve recommends the development of 2 four practice cricket net facilities at Bonbeach Sports Reserve. These facilities would be located at both the west and east ends of the Reserve. The total proposed eight cricket bays will be a growth of 33% (there are currently 6 practice cricket net facilities at the Reserve, 3 to the west and 3 to the east) which is expected to meet the current and future needs of both the junior and senior clubs at this site. Note there are no other local clubs that have access to eight practice cricket bays at a single Council reserve. In recent discussion with the Bonbeach Cricket Club, it has provided support for the planned additional one cricket bay (to achieve a 4 bay cricket net facility) at Bonbeach Sports Reserve (west).

Heatherton Reserve and Doug Denyer Reserve

The practice cricket net renewal works at Heatherton and Doug Denyer Reserves will be programmed to occur in 2021/22, as part of Council's Open Space Renewal Program. These works will include new synthetic surfaces, chain wire mesh and protective rubber matting (placed at the end of the cricket).

## 4. Conclusion

### 4.1 Environmental Implications

Where practical Council will seek to use contractors that offer reuse or recycle environmental initiatives that benefit Council and broader community.

### 4.2 Social Implications

Working together Council and SRV seek to achieve health and wellbeing benefits for the Kingston community.

### 4.3 Resource Implications

A summary of the estimated cost of the recommended projects are set out below:

| Projects | Estimated Project Cost | Council $ | SRV $ | Benefitting Clubs |
|---|---|---|---|---|
| Edithvale Common, Edithvale – Upgrade existing 3 bay cricket nets to meet current standards. | $200,000 | $100,000 | $100,000 | St. Brigids St Louis Cricket Club<br>Chelsea Heights Aspendale Gardens Cricket Club |
| Bonbeach Sports Reserve – Provide an additional cricket bay to achieve a 4 bay | $100,000 | $50,000 | $50,000 | Bonbeach Cricket Club |

| Projects | Estimated Project Cost | Council $ | SRV $ | Benefitting Clubs |
|---|---|---|---|---|
| facility at the West end of the reserve. | | | | |
| Total Cost (estimated) | $300,000 | $150,000 | $150,000 | |

Applications to the Program will require Council's commitment to meet its funding obligations to deliver the projects. Council funding will not be required until 2022/23 and $150,000 can be included in Council's Long Term Financial Plan in 2022/23.

### 4.4 Legal / Risk Implications

Improving community sports infrastructure improves the safety of participants and surrounding park users at these facilities and reduces Council's overall risk.

## Appendices

Appendix 1 - Appendix A - SRV Community Cricket Program 21-22 (Ref 21/200112)

Author/s: Mark Stockton, Team Leader Active Kingston
Reviewed and Approved By: Bridget Draper, Manager, Active Kingston
Samantha Krull, General Manager City Assets and Environment

# 10.10

# SPORT AND RECREATION VICTORIA - COMMUNITY CRICKET PROGRAM 2021/22

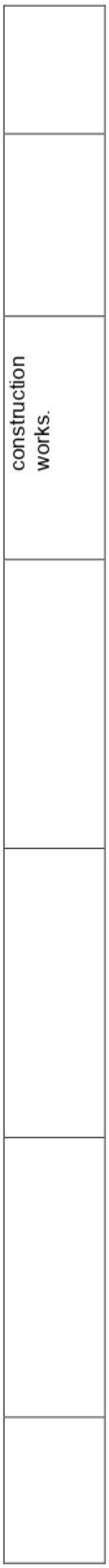
**1 Appendix A - SRV Community Cricket Program 21-22 ..... 595**

**Appendix 1 Cricket Infrastructure Program Assessment**

| QUALITY ASSESSMENT | | Edithvale Common | | Heatherton Reserve | | Doug Denyer Reserve | | Bonbeach Sports Reserve | |
|---|---|---|---|---|---|---|---|---|---|
| Quality - % Weighting of Total Score | 100% | | | | | | | | |
| Site Evaluation Selection Criteria | Criteria % Weighting | Mark out of 10 | Score | Mark out of 10 | Score | Mark out of 10 | Score | Mark out of 10 | Score |
| Project Need | 30% | 8 | 24.0% | 5 | 15.0% | 5 | 15.0% | 7 | 21.0% |
| Project Outcomes- Current cricket participation levels and activities and how the project will increase or maintain participation. | 20% | 8 | 16.0% | 5 | 10.0% | 6 | 12.0% | 9 | 18.0% |
| Project Outcomes- New opportunities and initiatives that improve inclusion and diversity by under-represented groups and disadvantaged communities as a result of the project. | 20% | 6 | 12.0% | 4 | 8.0% | 4 | 8.0% | 6 | 12.0% |
| Community and Stakeholer Engagement | 15% | 7 | 10.5% | 4 | 6.0% | 4 | 6.0% | 7 | 10.5% |
| Project Readiness | 15% | 9 | 13.5% | 8 | 12.0% | 8 | 12.0% | 9 | 13.5% |
| **Weighted Quality Score** | | | **76.0%** | | **51.0%** | | **53.0%** | | **75.0%** |
| **FINAL RANKING** | | **1** | | **4** | | **3** | | **2** | |
| **Superior Proposal (9 – 10)** | | | | | | | | | |
| **Very Good Proposal (7 – 8)** | | | | | | | | | |
| **Acceptable Proposal (5 – 6)** | | | | | | | | | |
| **Marginal Proposal (3 – 4)** | | | | | | | | | |
| **Unacceptable Proposal (0 – 2)** | | | | | | | | | |

| Projects/Site | SRV Criteria and Assessment | SRV Criteria and Assessment | SRV Criteria and Assessment | SRV Criteria and Assessment | Priority Rating of each Project based on SRV Assessment Criteria |
|---|---|---|---|---|---|
| | Project Need | **Project Outcomes** | **Community and Stakeholder Engagement** | **Project Readiness** | |
| Edithvale Common, Edithvale – Cricket netting upgrades | • Identified full cricket netting redesign and upgrades to enable clubs to continue playing at this facility. Upgrades will ensure nets can continue to be utilised at the venue and be used as a training venue. | • Upgrading existing cricket facilities that will increase participation.<br>• Support access to cricket development and pathway programs by improving access to higher quality facilities across Victoria.<br>• Support gender equality in participation, coaching, administration, officiating and volunteering.<br>• Increased safety for users and local residents of facilities. | • Discussions have commenced with representatives from Sport and Recreation Victoria and the relevant sporting associations recommended potential applications. | • The project has the ability to be completed within 18 months of approval and be aligned with the Clubs capacity to accommodate disruption to their facilities during construction works. | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Bonbeach Reserve- Cricket netting upgrades | • Constructing new cricket facilities that will increase participation to meet growth of the sport and activity within the area. | • Support access to cricket development and pathway programs by improving access to higher quality facilities across Victoria.<br>• Increased safety for users and local residents of facilities.<br>• Constructing new cricket facilities that will increase participation. | • Discussions have commenced with representatives from Sport and Recreation Victoria and the relevant sporting associations recommended potential applications.<br>• High level of political interest. | • Capital works are already planned at Bonbeach Sports Reserve and therefore installing additional cricket netting has the ability to be completed within 18 months of approval. This is additional netting and therefore no disruption to current activities. | 2 | $120,000 |
| Heatherton Reserve- Cricket netting upgrades | • The cricket netting at this venue has been identified with the lowest rating of quality. To sustain existing activity, the cricket netting infrastructure would need to have a full upgrade. | • Upgrading existing cricket facilities that will increase participation.<br>• Improve cricket's diversity and inclusiveness by increasing participation of under-represented groups such as women and girls, as outlined in Active Victoria. | • Discussions have commenced with representatives from Sport and Recreation Victoria and the relevant sporting associations. | • The project has the ability to be completed within 18 months of approval and be aligned with the Clubs capacity to accommodate disruption to their facilities during | 3 | $120,000 |


construction
works.

| | | | | | | |
|---|---|---|---|---|---|---|
| Doug Denyer Reserve- Cricket netting upgrades | • Upgrade required of cricket netting is required to sustain current activity at the venue. There is no increased demand for cricket activity at this facility however maintenance will be required to sustain activity. | • Upgrading existing cricket facilities.<br>• Increased safety for users and local residents of facilities. | • Discussions have commenced with representatives from Sport and Recreation Victoria and the relevant sporting associations recommended potential applications. | • The project has the ability to be completed within 18 months of approval and be aligned with the Clubs capacity to accommodate disruption to their facilities during construction works. | 3 | $120,000 |

# 11. Corporate Services Reports

# Council Meeting

**27 September 2021**

**Agenda Item No: 11.1**

# NEW COUNCIL INSTRUMENT OF SUB-DELEGATION - ENVIRONMENT PROTECTION ACT 2017

**Contact Officer: Marilyn DeBenedictis, Governance Officer**

## Purpose of Report

The purpose of this report is to seek a Council resolution to adopt a new Instrument of Delegation that has been specifically developed in response to the changes to the Environment Protection Act 2017 (as amended) (Act) which commenced on 1 July 2021.

## Disclosure of Officer / Contractor Conflict of 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

In the exercise of the power conferred by s 437(2) of the Environment Protection Act 2017 and the Instrument of Delegation of the Environment Protection Authority under the Act dated 4 June 2021, Council resolves that:

1. There be delegated to the members of Council staff holding, acting in or performing the duties of the offices or positions referred to in the attached *Instrument of Delegation to members of Council staff*, the powers, duties and functions set out in that instrument, subject to the conditions and limitations specified in that Instrument.
2. The instrument comes into force immediately on resolution and remains in force until Council determines to vary or revoke it.
3. The duties and functions set out in the instrument must be performed, and the powers set out in the instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt.

## 1. Executive Summary

In response to recent changes to the Environment Protection Act (EPA) 2017 that commenced 1 July 2021, the new S18 Instrument of Delegation of the EPA, gives council the power to exercise the EPA's powers and functions under the EPA 2017 only for the purpose of regulating:

- onsite wastewater management systems with a design or actual flow rate of sewage not exceeding 5000 litres on any day; and
- noise from the construction, demolition or removal of residential premises.

By virtue of s 437(2) of the EPA 2017, council has the power to sub-delegate these powers to members of Council staff. The S18 Instrument of Delegation of the EPA applies to members of Council staff that are appointed as authorised officers.

Council's power of appointment under this Act can be delegated to the CEO, who can sub-delegate the power to members of council staff by formally appointing members of staff as authorised officers under s 242(2) of the EPA 2017.

## 2. Background

The *Local Government Act 2020* provides the basis for the establishment of Instruments of Delegation, that enable Council to delegate any power, duty or function of a Council other than certain specified powers, to members of Council staff. Other legislation such as the EPA Act also provide for delegation to occur directly from Council to staff which is the basis of this report.

In accordance with good governance practice, it is important to review and update all Instruments of Delegation at least annually, to ensure they incorporate all legislative developments and organisational changes and requirements.

## 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 formal delegation of legislated powers, duties and functions via instruments of delegation make the effective and efficient functioning of Council possible. These instruments allow Council officers to perform day to day duties and make decisions that may otherwise need to be decided upon by Council.

### 3.2 Consultation/Internal Review

The Instrument of Delegation has been prepared based on the template instrument provided by Council's lawyers, Maddocks, to ensure the Instrument reflects all legislative requirements.

The senior members of the teams impacted by the changes have been involved in the development of this instrument.

### 3.3 Operation and Strategic Issues

The Instrument of Delegation proposed for adoption is at **Appendix 1** and is based on recommendations made by Maddocks lawyers.

## 4. Conclusion

It is recommended that Council resolve at the Meeting on 23 August 2021 to adopt the following new instrument S18 Instrument of Sub-delegation to members of Council staff under s 437(2) of the Act and the EPA Delegation to empower members of staff to carry out their role on behalf of Council.

### 4.1 Environmental Implications

Not applicable

### 4.2 Social Implications

This update will ensure that Council's practices remain transparent in accordance with our Good Governance framework, and that high standards of integrity and accountability are maintained.

### 4.3 Resource Implications

Council subscribes to Maddocks Authorisations and Delegations Service, which provides template instruments and advice regarding legislative amendments.

The costs to prepare and adopt the Instruments are met within the current departmental budget.

### 4.4 Legal / Risk Implications

The adoption of the Instrument will ensure Council complies with its obligations under the EPA 2017 Act and Regulations.

Council decisions are subject to legal scrutiny and therefore the regular review and a proper record of delegations must be kept ensuring that actions and decisions made under delegation can be substantiated as needed.

## Appendices

Appendix 1 - Instrument of Sub Delegation - S18 Council to staff - Environment Protection Act 2017 (Ref 21/200716)

| | |
|---|---|
| Author/s: | Marilyn DeBenedictis, Governance Officer |
| Reviewed and Approved By: | Phil DeLosa, Manager Governance |
| | Tony Ljaskevic, General Manager Corporate Services |

# 11.1

# NEW COUNCIL INSTRUMENT OF SUB-DELEGATION - ENVIRONMENT PROTECTION ACT 2017

**1 Instrument of Sub Delegation - S18 Council to staff - Environment Protection Act 2017 ..... 609**

# VLG CITY OF KINGSTON

# S18 INSTRUMENT OF SUB-DELEGATION

# ENVIRONMENT PROTECTION ACT 2017

## 23 AUGUST 2021

**Instrument of Sub-Delegation**

By this Instrument of Sub-Delegation, in exercise of the power conferred by s 437(2) of the Environment Protection Act 2017 ('Act') and the Instrument of Delegation of the Environment Protection Authority under the Act dated 4 June 2021, the Council:

1. delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the office or position described in column 3 of the Schedule;

2. record that references in the Schedule are as outlined in the instrument

3. this Instrument of Sub-Delegation is authorised by resolution of Council passed on 23 August 2021 pursuant to a power of sub-delegation conferred by the Instrument of Delegation of the Environment Protection Authority under the Act dated 4 June 2021;

4. the delegation:

4.1 comes into force immediately

4.2 remains in force until varied or revoked;

4.3 is subject to any conditions and limitations set out in sub-paragraph 5, and the Schedule; and

4.4 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and

5. this Instrument of Sub-Delegation is subject to the following limitations:

5.1 the powers, duties and functions described in column and summarised in column 2 of the Schedule are only delegated for the purpose of regulating:

5.1.1 onsite wastewater management systems with a design or actual flow rate of sewage not exceeding 5000 litres on any day; and

5.1.2 noise from the construction, demolition or removal of residential premises;

6. the delegate must not determine the issue, take the action or do the act or thing:

6.1.1 if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;

6.1.2 if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a

(a) policy; or

(b) strategy

adopted by Council;

6.1.3 if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation; or

6.1.4 the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

VLG City of Kingston

## Delegation Sources

- Environment Protection Act 2017

## Positions

| Abbreviation | Position | Number |
|---|---|---|
| CCF | Construction Compliance Facilitator | 3066 |
| EHO | Environmental Health Officer | 1377; 1405; 1489; 1574; 1592; 1790; 1879; 2052; 2562;3134; 3192 |
| GMPD | General Manager Planning and Development | 2774 |
| MCD | Manager City Development | 1721 |
| MCEI | Manager City Economy and Innovation | 1302 |
| PLEO | Planning Liaison and Enforcement Officer | 1558; 1855; 2583 |
| SPLEO | Senior Planning Liaison and Enforcement Officer | 1715 |
| TLEH | Team Leader Environmental Health | 1440 |
| TLVC | Team Leader Vegetation and Compliance | 2924 |

| ID | Status Code | Delegation Source | Provision | Item Delegated | Delegate | Conditions & Limitations |
|---|---|---|---|---|---|---|
| 514940 | A* | Environment Protection Act 2017 | s 271 | Power to issue improvement notice | CCF, EHO, GMPD, MCD, MCEI, PLEO, SPLEO, TLEH, TLVC | |
| 514941 | A* | Environment Protection Act 2017 | s 272 | Power to issue prohibition notice | CCF, EHO, GMPD, MCD, MCEI, PLEO, SPLEO, TLEH, TLVC | |
| 514942 | A* | Environment Protection Act 2017 | s 279 | Power to amend a notice | CCF, EHO, GMPD, MCD, MCEI, PLEO, SPLEO, TLEH, TLVC | |
| 514943 | A* | Environment Protection Act 2017 | s 358 | Functions of the Environment Protection Authority | CCF, EHO, GMPD, MCD, MCEI, PLEO, SPLEO, TLEH, TLVC | Function relates to delegated powers and is limited to noise from construction, demolition or removal of residential premises, and wastewater systems. |

| ID | Status Code | Delegation Source | Provision | Item Delegated | Delegate | Conditions & Limitations |
|---|---|---|---|---|---|---|
| 514944 | A* | Environment Protection Act 2017 | s 359(1)(b) | Power to do all things that are necessary or convenient to be done for or in connection with the performance of the Environment Protection Authority's functions and duties and to enable the Authority to achieve its objective. | CCF, EHO, GMPD, MCD, MCEI, PLEO, SPLEO, TLEH, TLVC | Function relates to delegated powers and is limited to noise from construction, demolition or removal of residential premises, and wastewater systems. |
| 514945 | A* | Environment Protection Act 2017 | s 359(2) | Power to give advice to persons with duties or obligations | CCF, EHO, GMPD, MCD, MCEI, PLEO, SPLEO, TLEH, TLVC | Function relates to delegated powers and is limited to noise from construction, demolition or removal of residential premises, and wastewater systems. |

# Council Meeting

**27 September 2021**

**Agenda Item No: 11.2**

# OPPORTUNITIES FOR 'MICRO' EVENTS

**Contact Officer: Morgan Henley, Festivals and Events Coordinator**

## Purpose of Report

To provide a briefing on options for ‘micro’ events using funds from the unused portion of 2021/2022 Season of Festivals budget.

## Disclosure of Officer / Contractor Conflict of 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 reallocate $75,000 of surplus funds from the 2021/2022 Season of Festivals budget to a sponsorship program for COVIDSafe local events.

## 1. Executive Summary

Council has resolved to proceed with an amended Seasons of Festivals for 2021/22 due to the impacts of the ongoing COVID-19 pandemic.

Instead of a full-scale MordiFest event, a five-day outdoor cinema event is proposed in March. It is anticipated this change will result in surplus budget in the 2021/22 financial year.

The Council resolved at the August Council Meeting to amend the Season of Festivals for 2021/22 and receive a further report addressing potential opportunities for micro-events following this season of events.

This paper sets out a range of options on how to utilise this surplus for ‘micro’ events.

## 2. Background

Changes to the 2021/22 Season of Festivals (as resolved at the August Council Meeting) will result in an expected budget surplus. This will occur as hosting the proposed five-day Outdoor Cinema at Peter Scullin in March will not require the same budget spend as the traditional MordiFest event.

The current budget allocation for MordiFest is $331,500 and it is estimated that the replacement event of a five-day Outdoor Cinema will cost approximately $212,000. Some of the surplus funds will need to be redirected to COVID-safe measures for other events, in order to adhere to the directions outlined in the Victorian Government Public Events Framework. These costs will include items such as:

- Additional fencing + permit fees
- COVID Marshals + training
- Additional Toilets

- Additional security staff
- Additional screens (Carols)

It is estimated that this will increase expenditure by approximately $45,000.
From these calculations, it is estimated that there will be a surplus of approximately $74,500 in the annual Season of Festivals budget.

The following sections outline event options for the remaining $74,500.

It is anticipated that the amended 2021/22 Season of Festivals will proceed as follows (barring any further lockdowns or changes in Victorian Government Public Events Framework directions):

- **Carols By Kingston**, Bicentennial Park, Chelsea – Sunday 12 December 2021
- **Outdoor Cinema**, Peter Scullin Reserve, Mordialloc – Long weekend (5-days), March 2022
- **Pet Expo**, Kingston Heath Reserve, Cheltenham – April 2022

**Note:** When initially developed the amended 2021/22 Season of Festivals included Spring Fair, Keeley Park, Clayton South on Sunday 24 October 2021 but due to ongoing restrictions and increasing COVID cases this event has been cancelled. Spring Fair has an allocated budget of $125,000.

This funding could be returned to general funds or used to off-set COVID community support. The Events Team has capacity to manage the roll-out of the $75,000 surplus into micro events as outlined in this paper, but would be unable to manage rollout of an additional $125,000 under current staffing levels.

## 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

The Objective under this Direction of the Council Plan is ‘Provide festivals and events that encourage community connections and local participation’. Council’s Season of Festivals provide opportunities for our community to celebrate together. Our events promote inclusiveness, celebrate diversity and provide participation opportunities for the community, for artists and for local businesses.

### 3.2 Consultation/Internal Review

Options presented in this report have been developed from proposals put forward by Councillors and discussion during the Councillor Information Session on 2 August 2021.

To seek specialist advice on these options, initial consultation has been undertaken with relevant Council departments including Kingston Business, Open Space, Traffic & Transport, and Kingston Arts.

### 3.3 Operation and Strategic Issues

3.3.1 Uncertainty of the COVID-19 environment and future government restrictions

With outbreaks still occurring, the level of restrictions is not yet stable and has been escalated by government at any time in response to case numbers. Directions for public events are set out in the Victorian Government Public

Events Framework. The document highlights that the Victorian Government may amend the directions or withdraw for events at any time without notice.

As stated in the Framework: *the Victorian Government is aware that certainty is important for the events industry but the nature of COVID outbreaks does not permit this.*

3.3.2 Challenges of managing in-person events

The number of attendees and their ability to interact are the two key elements the Framework seeks to minimise. This is achieved by a series of directions including a density quotient, fencing, ticketing, COVID-safe marshals, record keeping etc.

The result for event operators is additional costs and a limited number of attendees. (Further details on the impact of the Public Events Framework on local events is outlined in the previous paper presented at the August Council Meeting (IC21/1211 – Season of Festivals 2021/22)

3.3.3 Uncertainty for vendors and traders

Traders and vendors are reluctant to commit to events due to the risk of last-minute cancellations due to pandemic impacts. They have also reported that complying with additional restrictions limits the profitability of participating.

3.3.4 Capacity of Events Team to deliver additional activities

While there may be budget remaining that could be redirected to micro events, the Events Team (2.8 FTE) has limited capacity to deliver additional activities beyond those already scheduled, which include:

- Carols by Kingston
- Australia Day
- Outdoor Cinema – five-days
- Pet Expo
- Monthly Citizenship ceremonies – including additional scheduled ceremonies due to previous capacity limits
- Civic Events – official launches of Council facilities with many backlogged due to previous lockdown cancellations
- Christmas activations – delivered at three retail centres
- Volunteer Appreciation
- OAM Civic Reception
- Employee Recognition Event
- Mayoral election function

The Events team is also responsible for:

- Events run on Council land - processing all applications from community/private operators
- Australia Day Awards – management of the nominations, review, selections and presentation of the awards
- Outdoor dining - supporting delivery of Council's expanded outdoor dining program for local businesses
- Kingston Charitable Fund – management of the Fund and associated grants program

### 3.4 Options

The following options are presented in the context of the above considerations and are dependent on State Government restrictions. Any events would need to be delivered in accordance with the Victorian Government Events Framework.

3.4.1 Sponsorship of COVID-Safe local events - Recommended

Council currently operates a limited sponsorship program to provide support to external organisations in delivering events that take place within the City of Kingston and/or benefit the City of Kingston.

The Event Sponsorship Policy sets out the process for event organisers to request support, guidelines against which requests are assessed and specifies the amount of funding available determined by the type of event. Local events are eligible for $5,000 - $7,500.

The 2021/22 budget provides $20,000 to support external organisations through sponsorship. Reallocation of surplus funds to this area, would greatly increase the number of events and level of support that can be provided. In particular, these funds could be used to assist event organisers with the additional costs of adhering to directions for COVID-Safe events.

In recognition of the increased capacity a campaign would be undertaken to advertise the sponsorship opportunity for local events and encourage applications from event organisers.

It is expected that this option will support community event organisers to proceed with planning for events in the short term, that may otherwise be cancelled due to the increased costs associated with facilitating COVIDSafe events.

Recognising that the policy was developed without consideration for the COVID environment, some elements of the policy are not suitable. As such in the instance this option is adopted by Council, specific guidelines will be developed for the operation of a COVIDSafe Event Sponsorship Process to maximise the support available.

3.4.2 Parkdale Night Market – Council-run

A market-style activation in Como Parade West, Parkdale has been suggested by Cr Tim Cochrane. The proposal suggests Council delivers a market on Friday and Saturday evenings throughout February that involves; a road closure, food trucks, local performers, provides traders the opportunity to expand their operation on the roadway for the evening.

Initial feasibility assessment has identified the following considerations:

- Road closure:
  - Council's Traffic Team would support a road closure only after 7pm
  - Public Transport Victoria approval required due to impacted bus route
- Trader profile
  - Proposal supports a small minority of traders:
    only 19% are a restaurant/takeaway offering, the remainder are predominantly service providers.
  - Risk of competing with hospitality businesses if external food / drink vendors are invited.

- Liquor licensing
  - Required for expanded service areas (eg footpath / road)
  - Hospitality venues would be required to obtain Temporary Event Liquor Licences from VCGLR for each weekend of the activation
- Community profile
  - A high proportion of young families
    - 45% of Parkdale households include children, of which 51% are young children (higher than Kingston average)
- Estimated costs
  - Expenses are highly likely to exceed the available $74,500 surplus. Expected costs include:
    - Traffic Management – quoted at $4,400 per evening (total $35,200)
    - Marquees, sound equipment, infrastructure – hire and installation / disassembly each day
    - Performers
    - Security
    - Staffing
- Clash with Kingston Arts' Pop Up Bar
  - High potential for this event to compete with Kingston Arts' Pop-up Bar, held every Friday in February
- Precinct focus
  - Equity of support provided to other retail precincts
  - High concentration of activities in close proximity during the peak Summer period (Outdoor Cinema, Summer carnival etc.)
- Resourcing
  - Events Team will require additional FTE to deliver the proposal at the same time as preparing for the Outdoor Cinema in early March.
  - Ongoing future of event when budget is reallocated back to MordiFest.

3.4.3 Parkdale Night Market – community-run, Council sponsored

A market activation could be delivered through Council sponsorship or grant to an incorporated community group such as 'Stronger Communities'. Stronger Communities aims to support local and encourage local support. Preliminary discussions with Stronger Communities confirmed their desire to lead an event utilising grant funding from Bendigo Bank to engage the services of a local event organiser.

Assistance from Council would be needed to secure a suitable venue or site (including any necessary permits) as well as securing public liability insurance to run the event. The pocket park adjacent to the Parkdale Library has been suggested as a possible site.

Stronger Communities has indicated that they would start small and depending on the success of the first event, look to increase the capacity and reach of the market in future years.

3.4.4 One 'micro' event in each of the 11 wards – Council-run

Distributing the $74,500 surplus equally across the 11 wards equates to $6,772 per ward.

Options to utilise this funding include:

- Summer Busking
  - Music-focused performances, eg acoustic duo positioned near an outdoor dining area
  - Attract visitors to a nominated retail area in each ward
  - Performer fees for a 2-hour call start at $700 for a soloist
- Roaming Performers
  - Entertainment-focussed performers – eg stilt walkers, face painter etc near busy retail areas
  - Attract visitors to a nominated retail area in each ward.
  - Performer fees for a 2-hour call range from $800 - $1500

3.4.5 Expanded program of Christmas activations – Council-run

Currently Council delivers three Christmas Activations at rotating retail centres each year. In 2020, $50,000 was redirected from the cancelled Carols by Kingston budget to support retail areas in the lead up to Christmas 2020 through an increased program of activations.

Known as 'Kingston's Tinsel Trail', the 2020 program included nine activation events in retail centres, with digital activities, competitions and shop local social media campaign throughout December.

In 2021 we could expand the Christmas Activations program for a second year using the $74,500 surplus. The number of activations and activities would be developed from the feedback and learnings of the 2020 Trail.

**Note:** This option would require additional staff resourcing due to the Event Team preparing for and delivering Carols by Kingston in December. Additional resourcing would incur costs over and above the surplus amount.

3.4.6 Consolidate surplus funds

The surplus funds could be unused and put back into general consolidated budget or redirected to another project.

## 4. Conclusion

### 4.1 Environmental Implications

The Events Team work closely with the Open Space Department to minimise the environmental impact of events on Reserves and Open Space. Vendor and contractor selection includes criteria around waste minimisation and management.

### 4.2 Social Implications

Providing opportunities to celebrate and connect is fundamental to the post-COVID recovery for our community. We cannot shy away from providing events, but thought must go into a revised format to protect everyone's health and safety. The local economic benefits from micro events that are well coordinated and delivered are likely to be significant.

### 4.3 Resource Implications

While there may be budget remaining that could be redirected to micro events, the Events Team (2.8 FTE) has limited capacity to deliver additional activities beyond those already scheduled.

To deliver any activities beyond the current program outlined in 3.3.4, additional staff resources will be required. With a team already at capacity, if an increased focus on events is required to support COVID-recovery then additional resourcing is required. The level of resourcing required would depend on the option selected and would vary. For example to deliver an expanded Christmas activation/summer busking would require 2.0FTE on a short-term basis.

### 4.4 Legal / Risk Implications

Events are delivered following a range of legislative and OH&S requirements.
In response to the ongoing COVID-19 pandemic, the Victorian Government has introduced additional requirements for events as set out in the Victorian Government Public Events Framework. All options above would be developed with consideration to these directions.

| | |
|---|---|
| Author/s: | Morgan Henley, Festivals and Events Coordinator |
| Reviewed and Approved By: | Tracey Cheeseman, Manager Communications and Community Relations |
| | Tony Ljaskevic, General Manager Corporate Services |

# Council Meeting

**27 September 2021**

**Agenda Item No: 11.3**

# HARDSHIP POLICY

**Contact Officer: Ange Marshall, Manager Finance and Corporate Performance**

## Purpose of Report

For Council to review and consider the new Hardship Policy attached to this report.

## Disclosure of Officer / Contractor Conflict of 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. Adopt the Hardship Policy; and
2. Authorise officers to engage with local counselling and support services within Kingston to discuss partnering with Council on hardship applications.

## 1. Executive Summary

Finance have developed a Hardship Policy in response to the Victorian Ombudsman's investigation into how Councils treat ratepayers experiencing financial hardship.

Kingston has not previously had a separate hardship policy; the hardship provisions have been contained within Council's debt collection policy.

One of the Ombudsman's recommendations is that Councils have a separate hardship policy.

## 2. Background

Early this year, the Victorian Ombudsman heard concerns from ratepayers, financial counsellors and community lawyers about the way local councils treat people who cannot afford their council rates. With the COVID-19 pandemic threatening to increase financial hardship in the community, the Ombudsman launched an investigation into the issue, and in May, the Ombudsman issued their report.

If you are interested in reading the whole report, the link is here:
https://assets.ombudsman.vic.gov.au/assets/Reports/Parliamentary-Reports/Financial-Hardships/Investigation-into-how-local-councils-respond-to-ratepayers.pdf?mtime=20210513161712

## 3. Discussion

### 3.1 Council Plan Alignment

Goal 5 - Our well-governed and responsive organisation
Direction 5.2 - Responsible and sustainable financial management

Assisting our community to pay their rates in a timely way, in turn helps Council remain financially sustainable.

### 3.2 Consultation/Internal Review

No internal consultation or review has been undertaken.

### 3.3 Operation and Strategic Issues

The Ombudsman's report has several recommendations of what a good approach to financial hardship looks like. These are outlined below:

**Information for ratepayers**

| Recommendation | | To be implemented by Kingston |
|---|---|---|
| 1. | Having a rates hardship policy that sets out hardship relief options, eligibility for those options and how to apply | Yes |
| 2. | Making the policy easily accessible online and in hard copy on request | Yes |
| 3. | Publishing a plain English explanation of the policy online and in hard copy on request | Yes |
| 4. | Providing the summary in accessible formats appropriate to the community e.g. community languages, audio or video versions or Easy English or Easy Read versions. | Yes |
| 4. | Having a communication strategy for reaching ratepayers in hardship e.g. prominent information on rates notices, use of local media and social media, offering information through local support services | Yes |
| 5. | Using customer-focused, effective language in communication | Yes |
| 6. | Ensuring council officers dealing with ratepayers are familiar with the rates hardship policy | Yes |

**Application processes**

| Recommendation | | To be implemented by Kingston |
|---|---|---|
| 1. | Making it clear when farmers, or other people who live at their place of business, are eligible for hardship relief | Yes |
| 2. | Making application processes proportionate to the relief sought by the ratepayer e.g. accepting verbal applications for payment plans or deferrals under three months | No – all applications need to be in writing so that all parties are clear on the agreement. |
| 3. | Seeking only relevant information from ratepayers and ensuring questions are not intrusive | Yes |
| 4. | Requiring supporting documents only where necessary, for example in cases of: | |
| | ○ long-term hardship relief | Yes |
| | ○ relief for a significant rates debt | Yes |
| | ○ a waiver of rates or interest | Yes |
| | ○ situations where the council considers the ratepayer is not providing honest and accurate information | Yes |

**Hardship relief**

| Recommendation | | To be implemented by Kingston |
|---|---|---|
| 1. | Developing a hardship agreement appropriate to the ratepayers' individual financial circumstances | Yes |
| 2. | Considering all options for providing hardship relief: | |
| | i. a payment plan or arrangement based on the ratepayer's capacity to pay | Yes |
| | ii. a short-term deferral | Yes |
| | iii. a long term or indefinite deferral, under which the debt accrues as a charge on the land and is recovered when the land is sold or transferred | Only under exceptional circumstances, and would need approval from Council |
| | iv. a rate waiver under the Local Government Act | Only under exceptional circumstances, and would need approval from Council |
| | v. an interest waiver under the Local Government Act | Yes |
| | vi. referral to a financial counselling or other support organisation. | Yes |
| 3. | Considering whether it is appropriate to charge any interest while the ratepayer is complying with the hardship agreement or where the ratepayer is a pensioner or otherwise vulnerable | Council will not charge interest whilst a ratepayer is on an approved hardship arrangement |
| 4. | Charging interest at a rate not exceeding the market rate plus the costs of administering the arrangement, where the ratepayer is complying with the hardship agreement. | Council will not charge interest whilst a ratepayer is on an approved hardship arrangement |
| 5. | Reconsidering the hardship agreement if the ratepayers' circumstances change. | Yes |

**Debt recovery**

| Recommendation | | To be implemented by Kingston |
|---|---|---|
| 1. | Ensuring debt management policies and practices are consistent with the ACCC and ASIC's debt collection guidelines | Yes |

| Recommendation | | To be implemented by Kingston |
|---|---|---|
| 2. | Determining a risk-based debt recovery strategy appropriate to the size and age of the debt and the ratepayer's circumstances | Yes |
| 3. | Ensuring any debt collectors contracted by the council are subject to clear and enforceable requirements to: | |
| | ○ be familiar with the council's rates hardship policy | Yes |
| | ○ inform the ratepayer of the council's rates hardship policy where there are reasonable grounds to believe the ratepayer is in financial hardship | Yes |
| | ○ offer information in accessible formats where there are reasonable grounds for believing the ratepayer has trouble speaking, reading, or writing in English | Yes |
| | ○ inform the council where ratepayers disclose financial hardship | Yes |
| | ○ not contact ratepayers who are complying with their hardship agreement | Yes |
| 4. | Not taking legal action unless: | |
| | ○ there have been reasonable efforts to contact the ratepayer about the debt, including checking council's address for the ratepayer is correct | Yes |
| | ○ the ratepayer has been informed of the council's hardship policy and how to apply | Yes |
| | ○ the cost of the legal action is proportionate to the size and age of the debt | Yes |
| | ○ the council can demonstrate consideration of any known financial hardship or vulnerability e.g. status as a pensioner, history of family violence, mental health concerns. Councils may opt not to take legal action against pensioners or other vulnerable groups as a matter of policy or may require senior manager approval before taking any action. | Yes |
| 5. | Considering waiving legal costs where it becomes clear the ratepayer was in hardship at the time of legal action or where the legal costs are exacerbating the ratepayer's hardship. | Yes |

**Decision-making and reporting**

| Recommendation | | To be implemented by Kingston |
|---|---|---|
| 1. | Managing conflicts of interest within the council by deciding hardship relief applications outside rates or revenue collection teams when there is a conflict | Yes |
| 2. | Ensuring staff who decide applications have relevant training or experience in identifying and responding to financial hardship | Yes |
| 3. | Ensuring provision for hardship relief is factored into the council's annual budget | Yes |
| 4. | Developing timeliness and quality targets for deciding hardship applications | Yes |

| Recommendation | | To be implemented by Kingston |
|---|---|---|
| 5. | Developing referral arrangements and regular consultation with local financial counselling and support organisations | Yes |
| 6. | Reporting regularly to senior council managers on hardship relief applications, hardship agreements and debt recovery actions | Yes |
| 7. | Reporting publicly on hardship relief applications, hardship agreements and debt recovery actions, either in annual reports or through statutory performance reporting arrangements | Yes |
| 8. | Keeping proper records of council decisions. | Yes |

**Disputes and complaints**

| Recommendation | | To be implemented by Kingston |
|---|---|---|
| 1. | Advising ratepayers who are dissatisfied with the council's decision about internal complaint and review options | Yes |
| 2. | Advising ratepayers who are dissatisfied about external complaint options, including the Victorian Ombudsman. | Yes |

Where practical, the majority of these recommendations have been included into the Policy.

## 4. Conclusion

On balance, the new hardship policy takes into account the majority of the Ombudsman's recommendations, and at the same time, keeps the lens on robust process to ensure equity and fairness in consideration of hardship applications.

### 4.1 Environmental Implications

There are no environmental implications.

### 4.2 Social Implications

There are social implications for Kingston's community who are unable to meet their rate obligations.

### 4.3 Resource Implications

There are potential financial resource implications if Council determines to engage an external community organisation to partner with Council in delivering financial counselling to Kingston ratepayers.

### 4.4 Legal / Risk Implications

There are no legal or risk implications.

## Appendices

Appendix 1 - Draft Hardship Policy (Ref 21/177860)
Appendix 2 - Financial Hardship Application (Ref 21/178025)

| | |
|---|---|
| Author/s: | Ange Marshall, Manager Finance and Corporate Performance |
| Reviewed and Approved By: | Tony Ljaskevic, General Manager Corporate Services |

# 11.3

# HARDSHIP POLICY


1 Draft Hardship Policy ..... 631
2 Financial Hardship Application ..... 639

# Rates Hardship Policy

City of KINGSTON

## Contents


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## 1. Document Information

The electronic version of this document is the controlled version. Printed copies are considered uncontrolled. Before using a printed copy, verify that it is the current version.

| | |
|---|---|
| RESPONSIBLE GENERAL MANAGER | General Manager Corporate Services |
| RESPONSIBLE MANAGER (Policy Owner) | Team Leader – Revenue and Collections |
| APPROVED/ADOPTED BY | Council |
| APPROVAL DATE<br><br>EFFECTIVE DATE (If different from approval date) | 27 September 2021<br><br>28 September 2021 |
| REVIEW DATE | |
| TRIM REF | 21/177860 |

## 2. Purpose of the Policy

The City of Kingston recognises that some individuals and organisations may from time to time experience financial hardship which will vary in its extent and duration depending on individual circumstances. This policy ensures that all people who may be vulnerable to financial hardship, regardless of their circumstances, will have options to help facilitate them though their financial hardship.

This policy is subject to change at Council's discretion, considering changing government policy and legislative requirements. This policy sets out the processes for Council as to how Financial hardship applications are assessed and administered.

The purpose of this policy is to:

a) Help individuals and organisations experiencing financial hardship.
b) Provide a system that enables individuals and organizations to approach Council with ease about current hardship circumstances.
c) Outline the eligibility and assessment criteria that will be considered in a consistent, equitable and confidential manner.
d) Provide individuals and organizations with clearly defined options when applying for financial hardship.
e) Provide a fair and transparent decision-making framework for Council officers when assessing hardship claims.

## 3. Scope

This policy will apply to Senior Management and Council Officers responsible for the maintenance and management of municipal rates and charges. Council Officers and Council's Debt Collection Agency are required to comply with this policy with respect to the collection of Rates with those individuals who are experiencing genuine financial hardship.

## 4. Definitions

| | |
|---|---|
| **Hardship** | Refers to a situation in which a person cannot pay their Council rates and charges due to a circumstance beyond their control |

| | |
|---|---|
| **Due Date** | Means the due date(s) for payment under section 167 of the *Local Government Act* 2020 (Vic) as displayed on the Rates notice |
| **Interest** | Means penalty Interest charged on unpaid rates under section 172 of the *Local Government Act* 2020 (Vic) and as prescribed and gazetted in accordance with section 2 of the *Penalty Interest Rates Act* 1983 (Vic) |
| **Property Owner** | Means the registered proprietor of rated property within the municipality, who is legally responsible to pay rates under section 156 of the *Local Government Act* 2020 (Vic) |
| **Rates** | Means Council's rates and levies with respect to rated property, special charges, including the Fire Services Property Levy |
| **Rated Property** | Means the rateable land on which rates are due and payable annually. |
| **Principal Place of Residence** | A property that is defined as a principal place of residence when a person resides, occupies, and lives in it as their home |
| **Investment Property** | Is property that has been purchased with the intention of earning a return on the investment, either through rental income or though capital gain with the future resale of the property |
| **Pension Concession Holder** | Refers to an individual on a Pensioner Concession Card issued by Centrelink who are receiving an Age Pension, Disability Support Pension or Veteran Affairs Card |
| **State of Emergency** | Refers to a situation that exists when the State or Federal Government are satisfied that there is a serious risk to public health, or if an emergency exists which warrants the making or a declaration of a state of emergency, that will impact all residents during extreme situations by suspending certain normal functions of government, alerting the community to the situation and request they alter their normal behaviours, suspending certain civil liberties during periods of civil disorder |
| **Short term Hardship** | Refers to hardship that will be resolved within 12 months |
| **Long term Hardship** | Refers to hardship that will not be resolved within 12 months |
| **Extreme Circumstances** | Refers to external circumstances that would be extremely detrimental to the property in a given situation. Generally, these would be unforeseen circumstances beyond the control of an individual. |

## 5. Responsible Executive

**General Manager Corporate Services**

## 6. Policy owner

Team Leader – Revenue and Collections

## 7. Related Documents

*Local Government Act*s 1989 & 2020 (Vic)
*Fire Services Property Levy Act* 2012 (Vic)
*Penalty Interest Rates Act (1983)*

## 8. Delegation Authority

As per Instrument of Delegations.

## 9. Policy Statement

In applying this policy, Council considers the principles of consistency, fairness, and transparency as paramount. The application of this policy is to be fair and advance the community benefit considering all Property Owners as well as community expectations.

## 10. Policy Details

### 10.1 Hardship Information for Ratepayers

10.1.1 Council has established this policy for the transparency of ratepayers in the municipality. This policy may be requested in hardcopy, softcopy or accessed via our website:https://www.kingston.vic.gov.au/Property-and-Development/Rates

10.1.2 Council aims for the policy to be accessible in multiple languages and do offer a translation service free of charge for those residents who have English as a second language. If you need language assistance, please call our interpreting service on 131 450, state the organisation as the City of Kingston and quote our phone number 1300 653356. For more information please visit our website: www.kingston.vic.gov.au/Contact-Us/Contact-Details/Interpreting-Service

10.1.3 Senior Rates Officers, and the Rates Team Leader are trained in the Rates Hardship Policy. These roles are responsible for assessing Hardship applications for rates.

### 10.2 Application Process for Hardship

10.2.1 A Property Owner may apply for hardship if individuals and/or organisations are experiencing financial hardship. Applications can be either electronic, or in hard copy. Electronic applications are available through our website : www.kingstoncitycouncil.formstack.com/forms/hardship

10.2.2 Hardship applications will allow property owners to apply for: A short term rates deferral, a long-term rates deferral, a payment arrangement, and/or a waiver of rates.

10.2.3 Approved Hardship applications will only be effective from the approval date.

10.2.4 Applications will be assessed within 14 business days of being received as long as all relevant application information has been received.

10.2.5 Applications for hardship that have been accepted are for a 12-month period only. At the expiration date of the hardship application period, the onus is on the ratepayer to inform council if they are still experiencing hardship and to re-apply. At the end of a hardship period, if hardship is still being experienced by the ratepayer another application will need to be applied for and re-assessed.

10.2.6 Council may cancel hardship applications if the applicant has historically not maintained hardship schedules that have been agreed on, and future applications may not be accepted.

10.2.7 Council will void any applications if any false or misleading information relating to the application is provided.

10.2.8 Council may recommend applicants seek further advice from the State Government's free financial counselling service via the National Debt Helpline in order to help with their current hardship situation. Refer to their website at: https://ndh.org.au/. This may be a requirement for applications if other documentation cannot be provided.

10.2.9 Investment properties will not be accepted under Hardship. If you are an owner of an investment property, your application for your primary residence will not be accepted.

10.2.10 Any non-English documentation provided to Council for Hardship must be translated in English prior to submission. Council has an interpretation service which can assist with this requirement. Please contact Customer Care on 1300 653 356.

10.2.11 Ratepayers who live at their place of business, are eligible to apply for hardship relief.

### 10.3 Payment Options for Deferrals and Arrangements

10.3.1 Rates under hardship can be paid or agreed upon by a capacity to pay in consultation with either: a senior Rates Officer/Team Leader at Council, or from an independent financial counsellor. Once a payment amount and schedule has been agreed upon, Council will send confirmation out via hardcopy or softcopy to confirm the payment schedule.

10.3.2 Payments can be made via weekly/fortnightly/monthly or bi-monthly instalments using scheduled payments with a rate-payer's financial institution. This can be done with the assistance of the financial services provider, using the reference numbers provided on the annual notice.

10.3.3 Payment options will be limited to the payment methods at the bottom of your annual rate notice.

### 10.4 Hardship Options

10.4.1 Council are aware that no two hardship situations are the same, and as a result have both Short-term Hardship, and Long-term Hardship applications. Deferrals are accepted for short term hardship situations and payment arrangements are available for both short and longer terms depending on the situation.

10.4.2 Interest will not be charged on outstanding balances for approved Hardship applications, for the period the hardship has been approved for.

10.4.3 In order for Council to provide and assess Hardship applications, Council does require additional information to support your situation. This may include: financial statements, medical certificates, income statement documentation (Tax Returns) or Financial counsellor recommendations.

10.4.4 Hardship applications can include the following: Rates Deferral, Payment arrangement (nominating a payment amount and schedule based on your capacity to repay), or an interest waiver. In extreme circumstances of Hardship relating to the property, at Council's discretion may assess an application for a partial or full rates waiver under section 171A in the Local Government Act (2020).

10.4.5 Arrangements and deferrals under hardship will be terminated if the payments are not made at the times of the agreed arrangement or deferral schedule. Council will notify you in writing of any terminated arrangements.

### 10.5 Interest on Hardship Applications

10.5.1 Where hardship instalments are not paid by their due date, and the hardship agreement is cancelled, interest will apply to the arrears, in accordance with the requirements under the Local Government Act.

10.5.3 Interest will not accrue on approved short-term or long-term hardship applications. Interest will not be charged for the 12 month period from the date of approval.

10.5.4 Interest may be reversed under a hardship application for situations where individuals or organisations are able to provide evidence of why payment could not be made by the due date.

10.5.5 Interest will commence after the expiration date of the hardship period if there is still an outstanding balance.

### 10.6 Communications with Council

10.6.1 Every Hardship Application will be individually assessed. Once assessed, the applicant will be notified by email or mail depending on the preference outlined in the application.

10.6.2 All approved applications for a hardship payment arrangement or deferral will have a schedule of payments attached of when the instalments or lump sum are due to be paid. It is expected the individual or organisation make these payments as outlined in the schedule for the hardship to remain active.

10.6.3 When a hardship payment arrangement or deferral schedule has not been met, the hardship will be terminated, and interest will apply. Council will communicate this cancellation of the arrangement in writing.

### 10.7 Debt Recovery

10.7.1 Council will not engage in Debt recovery/Collections while an individual or organisation is under approved financial hardship.

10.7.2 Council's Debt Collection Agency is familiar with Council's Hardship Policy and will not contact ratepayers who are complying with their hardship agreement.

10.7.3 Council's Debt Collection Agency may waive costs for legal action where current legal costs are exacerbating the ratepayer's hardship.

10.7.4 Council's normal debt collection processes will commence/resume should the Hardship arrangement be terminated/cancelled. You will be notified of this in writing.

### 10.8 Decision Making and Reporting

10.8.1 Council will manage any conflicts of interest for Hardship applications by referring applications outside of the rates and revenue team should a conflict of interest arise.

10.8.2 Council will retain all records relating to the application and approval of Hardship Applications.

10.8.3 Council will report to Senior leadership on the number of applications received, current hardship agreements and debt recovery actions for review.

### 10.9 Disputes and Complaints

10.9.1 All applications are subject to review. Should you be dissatisfied with the outcome of your application, you can raise an internal dispute directly to Council via info@kingston.vic.gov.au

10.9.2 Should you be dissatisfied with the outcome of your internal complaint or dispute with Council, you may take your dispute to the Victorian Ombudsman via their website www.ombudsman.vic.gov.au/contact-us/

### 10.10 Property Owner Responsibilities during Hardship

A Property Owner will:

(a) communicate with Council in writing to ensure their contact details (residential address, mailing address, telephone number, email address) are up to date to ensure we can support them during Hardship; and

(b) be proactive in understanding their financial situation in relation to their capacity to pay, and taking steps to ensure they maintain their arrangements or deferrals; and

(c) if your situation changes where your capacity to pay has improved, will contact Council for a re-assessment of the Hardship Arrangement.

### 10.11 Verbal Exchanges

Council will not accept, nor be responsible for, any verbal changes a Property Owner may provide.

### 10.12 Confidentiality

All communications between a Property Owner including written communications are confidential and subject to Council's Privacy Policy.

## 11. Review

Policy to be reviewed every 2 years or earlier subject to Council's discretion.

# FINANCIAL HARDSHIP APPLICATION

Please complete and send this form to Kingston City Council, PO Box 1000, MENTONE, VIC 3194 or via email to mail@kingston.vic.gov.au.

## Personal details

Please provide the full name and address of all owners. If there is insufficient space, please attach a separate sheet or add a page to this application.

| | | | |
|---|---|---|---|
| **Full Name** | | **Full Name** | |
| **Date of Birth** | | **Date of Birth** | |
| **Address** | | **Address** | |
| **Phone Numbers** | **Home:**<br>**Work:**<br>**Mobile:** | **Phone Numbers** | **Home:**<br>**Work:**<br>**Mobile:** |
| **Email Address** | | **Email Address** | |

## Property Details

| | |
|---|---|
| **Council Rates Assessment Number** | |
| **Property Address** | |
| **This property has been my sole/principal place of residence since...../...../.....** | |

| | | |
|---|---|---|
| **Do you own (either fully or partially) any other land or buildings?** | ☐ **Yes** | ☐ **No** |
| **If 'Yes', please list the addresses:** | | |



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kingston.vic.gov.au
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

## Application

This application is for financial hardship for the whole or part of the year commencing 1 July 20_ _

What is the cause of your financial hardship? (eg unemployment, illness)

.....

.....

.....

Are you receiving an aged pension, veterans pension or a disability pension from Centrelink? If yes, please specify:

.....

.....

## Statement of Financial Circumstances

### 1. Amount and source of weekly income

Occupation: _____

**If working for an employer:** _____

- Net wage (weekly):
  ***(Please provide copies of your last 2 payslips)*** $ _____ (a)

**If self-employed or in partnership:**

- Average wages (weekly):
  ***(Please provide information to support this figure)*** $ _____ (b)

**If unemployed:**

- Unemployment benefits (weekly):
  ***(Please provide information to support this figure)*** $ (c)
- Workers' compensation received (weekly): $ _____ (d)
- Maintenance received (weekly): $ _____ (e)
- Superannuation received (weekly): $ _____ (f)
- Board or rent received (weekly): $ _____ (g)
- Average dividend on shares (weekly): $ _____ (h)
- Other income (weekly): $ _____ (i)

_____



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**Are you receiving a pension or benefit?** **Yes/No (please circle)**

If **yes**, what type of pension or benefit: _____

- Pension or benefit amount received (weekly)
  ***(Please provide information to support this figure)*** $ _____ (j)

**Total weekly income:** $ **(add (a) to (j))**

## 2. Property and assets

Land, including vacant land (include the address of each): _____

*For each piece of land -*

- Market value: $ _____ (k)
- Amount of mortgage: $ _____ (l)

**Net value (property):** $ **(k minus l)** (m)

### Vehicles/Trucks/Boats

*For each vehicle/truck/boat -*

Year, make and model (include for each): _____

- Market value: $ _____ (n)
- Amount owing to finance company: $ _____ (o)

**Net value (Vehicles/Trucks/Boats):** $ **(n minus o)** (p)

**Deposit/s in banks, other institutions:** $ _____ (q)

Other investments including shares, debentures, bond: $ _____ (r)

**Net Value Bank Accts/Financial Deposits:** $ **(add (q) to (r))** (s)

Other assets (give particulars): $ _____ (t)

**Total property and assets:** $ **(add (m), (p), (s) & (t)**



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### 3. Debts, liabilities and other financial obligations

**Weekly expenses**

- Housing (mortgage, rent, board, hospital or institution): ***(Please provide information to support this figure)*** $ _____
- Municipal rates: $ _____
- Water and sewerage rates: $ _____
- Child care $ _____
- Electricity and gas: $ _____
- Food: $ _____
- Other general household expenses: $ _____
- Motor vehicle expenses (registration, insurance, maintenance, fuel): $ _____
- Fares: $ _____
- Telephone: $ _____
- Insurance policy premiums: $ _____
- School fees and other school expenses: $ _____
- Medical and chemist expenses: $
- Other expenses (please list):

$ _____

**Weekly Expenses Total:** **$** _____

**Please note Council may request additional supporting documentation when assessing the application.**



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### 4. Further information

Please provide any other particulars of any other circumstances which affect the financial situation of the Property Owner:

.....

.....

### 5. Preferred Outcome (please select one)

| | | |
|---|---|---|
| i. | I can afford to pay this amount on a regular basis: | $<br>Per week/per fortnight<br>(please circle) |
| ii. | I am seeking a short term deferral<br>(3-6 months) | Yes/No |
| iii. | I am seeking a long-term or indefinite deferral - longer than 6 months (this requires Council approval via a Council meeting and is for exceptional circumstances only) | Yes/No |
| iv. | I am seeking a rate waiver under the Local Government Act (this requires Council approval via a Council meeting and is for exceptional circumstances only) | Yes/No |

**Preferred outcomes, if approved, are only valid for 12 months, upon which time a new Hardship Application will be required.**

## Declaration

I/We_____
(Full name of applicants/owners)

hereby declare that:

- To the best of my/our knowledge and belief, the information provided in this application is true and correct.

Please note that if there is any false, misleading, deceptive or incorrect information provided in your application, Council may decline and reject your application.

Where full disclosure has not been made, Council reserves the right to collect any interest previously waived at the statutory rate applicable at the time.

| | |
|---|---|
| **Signature** | Date: / / |
| **Signature** | Date: / / |



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# Council Meeting

**27 September 2021**

**Agenda Item No: 11.4**

# AUTHORISATION OF OFFICERS UNDER THE PLANNING AND ENVIRONMENT ACT

**Contact Officer: Marilyn DeBenedictis, Governance Officer**

## Purpose of Report

The purpose of this report is to authorise officers for the purposes of the *Planning and Environment Act 1987* (the Act) and regulations made under that Act.

## Disclosure of Officer / Contractor Conflict of 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:

1. In the exercise of the powers conferred by s147(4) of the *Planning and Environment Act 1987*, Kingston City Council resolves that the member of Council staff referred to in the instrument attached (refer to appendix) be appointed and authorised as set out in the instrument.
2. The instrument come into force immediately on resolution and remain in force until such time as the officer is no longer employed, contracted or otherwise engaged to undertake the duties on behalf of Kingston City Council, unless Council determines to vary or revoke it earlier.

## 1. Executive Summary

A resolution of Council is sought to authorise Council staff under the *Planning and Environment Act 1987* (the PE Act). Instruments of Appointment and Authorisation under this Act must be approved by resolution of Council.

## 2. Background

This request to authorise the officer is for a new member of staff. As the *responsible authority* under the *Planning and Environment Act 1987,* Council can authorise officers under section 147(4) of the Planning and Environment Act (PE) Act.

The authorisation of officers under other Acts, including the *Local Government Act 1989* and Council's Local Laws is performed by the Chief Executive Officer. Officers are authorised under the *Local Government Act 1989* to enforce the *Local Government Act 1989,* the *Local Government Act 2020* and the Local Laws made under those Acts.

The following instrument is proposed and made under the PE Act to ensure the officer is authorised to administer the function, powers and duties of their roles and to meet legislative compliance obligations.

## 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

### 3.2 Consultation/Internal Review

The administration for appointing Authorised Officers is undertaken by the Governance Department. Governance maintains the Register of Authorised Officers, produces the draft instruments for approval by the relevant authority and, upon approval, organises the issuing of Authorised Officer identity cards. Operation and Strategic Issues.

The Team Leader has been involved in the development of the Instrument.

### 3.3 Operation and Strategic Issues

The proper appointment and authorisation of officers is an essential governance requirement for Council enforcement functions. New authorisations are required when new staff join Council or existing staff are appointed to roles requiring authorisation. Reviews are undertaken regularly to ensure all officers have the appropriate authorisations to carry out their roles effectively.

## 4. Conclusion

Authorisation under the *Planning and Environment Act 1987* is essential to empower the Officer to carry out their role on behalf of Council.

### 4.1 Environmental Implications

Not Applicable

### 4.2 Social Implications

Not Applicable

### 4.3 Resource Implications

Not Applicable

### 4.4 Legal / Risk Implications

The proper appointment and authorisation of officers is important as the instruments may be used in court to demonstrate that an authorised officer was duly authorised to take the action or make the decision they made. If the appointment and authorisation are not properly made, the officer's actions or decisions could be found to be invalid.

## Appendices

Appendix 1 - DRAFT Instrument of Appointment - Vegetation Management Officer - Planning and Environment Act - Nicole Morris (Ref 21/195527)

| | |
|---|---|
| Author/s: | Marilyn DeBenedictis, Governance Officer |
| Reviewed and Approved By: | Phil DeLosa, Manager Governance |
| | Tony Ljaskevic, General Manager Corporate Services |

# 11.4

# AUTHORISATION OF OFFICERS UNDER THE PLANNING AND ENVIRONMENT ACT

**1 DRAFT Instrument of Appointment - Vegetation Management Officer - Planning and Environment Act - Nicole Morris..... 649**

# Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

City of KINGSTON

In this instrument "**officer**" means -

**Nicole Morris**

**By this instrument of appointment and authorisation Kingston City Council** -

1. under s 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and

2. under s 313 of the *Local Government Act 2020* authorises the officer either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.

**It is declared that** this instrument -

(a) comes into force immediately upon resolution of Council;
(b) remains in force until such time as the officer is no longer employed, contracted or otherwise engaged to undertake the duties on behalf of Kingston City Council, unless varied or revoked earlier.

This instrument is authorised by a resolution of the Kingston City Council on 27 September 2021

# Council Meeting

**27 September 2021**

**Agenda Item No: 11.5**

# NAMING PROPOSAL OF PAVILION AT ROWAN ROAD RESERVE, DINGLEY VILLAGE

**Contact Officer: Patrick O'Gorman, Governance Officer**

## Purpose of Report

The purpose of this report is to inform Council of the results from community consultation and recommend that a submission to the Office of Geographic Names for the 'Lynne Fleming Pavilion' at Rowan Road Reserve be made.

## 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 apply to the Office of Geographic Names to name the netball pavilion at Rowan Road Reserve in Dingley Village the 'Lynne Fleming Pavilion'.

## 1. Executive Summary

On 19 April 2021 the President of the Springvale and District Netball Association (SDNA) submitted a naming proposal for the pavilion for the netball courts at Rowan Reserve to be named the 'Lynne Fleming Pavilion' (Appendix 1).

As naming authority, Council can make application to the Office of Geographic Names on behalf of the SDNA if Council considers the name appropriate.

The proposed name is based on the commitment and community contribution from a past President, Committee Member, Volunteer and Life Member of the SDNA Lynne Fleming, who's service to the SDNA and local netball spanned over 50 years.

After considering community consultation, Council as the naming authority can submit the naming request to the Office of geographic Names.

## 2. Background

*The Naming Rules for Places in Victoria, Statutory Requirements for naming roads, features and localities – 2016* (*Naming Rules)* outline the statutory requirements under the *Geographic Place Names Act 1998*. They are therefore mandatory for all naming authorities in Victoria.

Council is the authority for the naming of public features within the City of Kingston. As a result, Council is required to comply with the Naming Rules when making any application to the Office of Geographic Names to name or rename a public feature. An application to name a feature can take between 3 and 6 months to complete.

At the July 2021 Council Meeting, Council resolved to commence community consultation on naming the new pavilion at Rowan Road Reserve the 'Lynne Fleming Pavilion'.

## 3. Discussion

### 3.1 Council Plan Alignment

Goal 5 - Our well-governed and responsive organisation
Direction 5.4 - A responsive and well managed organisation

As the naming authority, Council is responsible for undertaking the appropriate process to consider and apply to name a public feature in a timely and efficient manner.

### 3.2 Consultation/Internal Review

The consultation process with the users and residents of the facility is necessary for the application process with Office of Geographic Names, and a requirement under the *Naming Rules 1998*. In consultation with the community, no response is also considered a community acceptance.

### 3.3 Operation and Strategic Issues

3.3.1 Proposed Name – 'Lynne Fleming' Pavilion

This naming proposal recognises Lynne Fleming who was a key figure of the SDNA, who passed away in February 2021. Lynne Fleming advocated to Springvale Council to purchase the land and build 16 netball courts in what is now the home of the SDNA in Dingley Village. Lynne Fleming served as President of the SDNA for 4 terms and was made a Life Member of SDNA in 1975 in recognition of her contribution and dedication. Lynne continued to remain an active member of the SDNA outside of her terms as President. Further information regarding Ms. Fleming can be found in Appendix 1. An accompanying local paper story on Lynne Fleming that was provided in the application by the SDNA is found in Appendix 2.

SDNA made an application in 2017 to Council to request that the pavilion be named the Lynne Fleming Pavilion in 2017, and an application was submitted to the Office of Geographic Names for an exemption to Principle (H) – Using Commemorative Names, but was rejected.

The naming proposal is supported by a list of adult members of the SDNA, as well as parents and grandparents of junior players who have long standing ties to the SDNA, many to whom are local residents to Dingley as well as residents of surrounding suburbs & municipalities (Appendix 4). For the avoidance of doubt, Appendix 4 was provided as an accompanying document to the application and not as a result of the community consultation undertaken.

Evidence of family consent, a preference of the Office of Geographic Names, is provided via a letter of support (Appendix 3).

3.3.2 Naming Rules Compliance

The general principles contained within the Naming Rules ensure no ambiguity, confusion, error or discrimination is caused by the naming process. To make an application to the Office of Geographic Names, Council must address the following 12 principles upon application:

Principle (A) Ensuring public safety

Principle (B) Recognising the public interest
Principle (C) Linking the name to place
Principle (D) Ensuring names are not duplicated
Principle (E) Names must not be discriminatory
Principle (F) Recognition and use of Aboriginal languages in naming
Principle (G) Dual names
Principle (H) Using commemorative names
Principle (I) Using commercial and business names
Principle (J) Language
Principle (K) Directional names to be avoided
Principle (L) Assigning extent to a road, feature or locality

Officers are satisfied the naming proposal is compliant with the Naming Rules and Principles. The Office of Geographic Names have indicated preliminary compliance of this proposal, specifically on the preference of commemorative names, noting the intention to reflect the late Lynne Fleming.

3.3.3 Community Consultation Results

Council proceeded with community consultation on 2 August and concluded on 7 September.

The consultation methods undertaken included:

- mailed out bulletins to surrounding residents of the pavilion at Rowan Road Reserve in Dingley Village (approx. 1400 homes)
- erected signs outside of the pavilion
- a page on Your Kingston Your Say, and
- emails to the sporting groups (SDNA & the Southern Football Netball League) that utilise the pavilion.

40 submissions were received in relation to 'Lynne Fleming Pavilion'. Out of the 40 submissions:

- 37 were in support of the 'Lynne Fleming Pavilion'
- 2 proposed alternate names
- 1 proposes for Council to identify an appropriate Aboriginal name

Under the *Naming Rules*, community consultation suggested significant support for the 'Lynne Fleming Pavilion'. All submissions received can be found in Appendix 5.

## 4. Conclusion

### 4.1 Environmental Implications

N/A

### 4.2 Social Implications

Appropriate and consistent naming of public features provides benefits for the community including easy recognition and identification of place, acknowledgement of culture, heritage, landscape and connection to country, efficiency in emergency service response and natural disaster relief, communications, trade and commerce.

### 4.3 Resource Implications

Should the naming application to the Office of Geographic Names be successful, costs may be incurred through the provision of signage of the pavilion. Additional costs may be associated with installation of the plaque. These costs can be accommodated from within existing budgets.

### 4.4 Legal / Risk Implications

In accordance with the *Geographic Place Names Act 1998,* there is a formal process for naming which Council is required to follow. There is also the naming process as set out by *Naming Rules for Place in Victoria, Statutory Requirements for naming roads, features and localities – 2016.*

## Appendices

Appendix 1 - SDNA - Lynne Fleming Pavilion - Naming Request (Ref 21/132473)

Appendix 2 - Lynne Fleming - Local Paper - (Ref 21/132475)

Appendix 3 - Consent from the Fleming Family - SDNA Naming Pavilion (Ref 21/133433)

Appendix 4 - Lynne Fleming Pavilion - Signatures (Ref 21/132477) - Confidential

Appendix 5 - Public Submissions - Lynne Fleming Pavilion (Ref 21/221628)

| | |
|---|---|
| Author/s: | Patrick O'Gorman, Governance Officer |
| Reviewed and Approved By: | Phil DeLosa, Manager Governance |
| | Tony Ljaskevic, General Manager Corporate Services |

# 11.5

# NAMING PROPOSAL OF PAVILION AT ROWAN ROAD RESERVE, DINGLEY VILLAGE


1 SDNA - Lynne Fleming Pavilion - Naming Request..... 657
2 Lynne Fleming - Local Paper -..... 659
3 Consent from the Fleming Family - SDNA Naming Pavilion.... 661
4 Public Submissions - Lynne Fleming Pavilion ..... 663

SDNA
SPRINGVALE & DISTRICT NETBALL ASSOCIATION
Reg No: A0012117B - ABN: 61 233 484 041

17th April 2021

Dear Councillors,

In 2017 SDNA made an application to KCC to name our pavilion after Lynne Fleming. The request was rejected by the Office of Geographic Names due to the current ruling that naming rights can only be considered once a person is no longer living. I have attached their response letter for your perusal.

Sadly, Lynne lost her battle with breast cancer and passed away on February 17th, 2021. We now request that KCC Consider re-submitting our application as we believe that Lynne truly deserves to be honoured for her contribution to our netball community.

Lynne was instrumental in sourcing the land in Rowan Road Dingley Village as at the time our Association had no home to call its own. I have attached a local newspaper article showing Lynne and Ann Castles (nee McAndrew) looking over the swamp land in Rowan Road. The article outlines our plight of having to play at several school venues throughout the Springvale area which was logistically challenging to manage.

Lynne and other members approached Springvale Council to purchase the land and build the 16 courts required to service our growing number of netball teams. Lynne and her committee were determined to be heard by council. They organised a protest consisting of all members with placards marching up Springvale Road to the door of the Town Hall. Springvale Council did eventually purchase and allocate the land at Rowan Road to build the 16 courts and so begins the SDNA story in Dingley Village. From humble beginnings SDNA has continued to prosper and offer a valuable service to this community thanks to Lynne and her steadfast committee.

Lynne made a significant contribution to the Association as President for the following terms: 1974 -1985, 1988-1989, 2009 -2011, 2012-2013. Lynne was made a Life Member of SDNA in 1975 in recognition of her contribution and dedication.

During periods where she was not President Lynne remained either a committee member or volunteer. She has been selfless in her endeavour to ensure that the young people of this area are able to enjoy their netball and follow their dreams. In later years she continued to contribute by assisting the Umpire and Representative programs. She remained an active member right up until the weeks prior to her passing.

In support of this application, I have included a list of signatures of adult members who have known Lynne for many years either as a player or parent. In some instances, they are people who knew Lynne in their younger years and who continued to be amazed at her on-going involvement when they come to watch their children and grandchildren.

I hope that you will consider this application favourably and grant our request to re-submit to the Office of Geographic names to re-consider the naming of the pavilion to – **'Lynne Fleming Pavilion'.**

Should you require any additional information to support this application please let me know.
You can contact me on [redacted]

I look forward to hearing from you soon.

Kind Regards,

Julie Pool.
SDNA President.

| | |
|---|---|
| Location: | Rowan Road Dingley Village VIC 3172 |
| Mailing Address: | P.O. Box 65 Dingley Village Vic 3172 |
| Website: | sdna.net.au |
| Email: | secretary@sdna.net.au |

# 1,800 NETBALLERS WANT ONE 'HOME'



• *ABOVE — Mrs Lynne Heming, president of Springvale and district netball association (left) and association secretary Mrs Ann McAndrew inspect the area of land they would like converted into a netball complex. It would require draining, but is basically flat.*

Youth, Sport and Recreation Minister, Mr Brian Dixon, has been asked by Springvale and district netball association to help it acquire a permanent complex in Springvale for its 1,800 members.

This plea for support comes after much talking and letter writing between netball officials and Springvale Council.

Association secretary Ann McAndrew told Mr Dixon Springvale Council had said no property was available for a complex.

However, Mrs McAndrew said Warner Reserve in the Mile Creek area of Springvale would be ideal.

The News asked Springvale Mayor Cr Graeme Duggan about the area.

He said: "Warner Reserve would lend itself to the development of such a complex.

"If the Mile Creek area is suggested to council by the association, it would be considered."

Cr Duggan said he was sympathetic to the needs of the netball players and said the time had arrived to seriously consider a central venue handy to transportation.

## 177 TEAMS

Mrs McAndrew told the Minister the association consisted of 95 junior teams and 47 senior teams, all of which played on Saturday; plus 35 married ladies' teams, which had competition on Wednesdays.

The Saturday games have been divided between three venues, behind the city hall in Springvale Road, at Glendale pavilion area and at Parkfield Reserve.

Due to increased membership of a local tennis club, Parkfield Reserve will be reduced to two netball courts, the other two being converted to tennis courts.

The association started 20 years ago and has been shifted to nine different locations.

President Mrs Lynne Fleming and Mrs McAndrew say there are sufficient numbers of members to warrant a complex being built with 12 to 16 courts and a pavilion that would provide change rooms and a creche.

Mr Dixon's department gave a prompt acknowledgement of the association's letter.

Ann McAndrew said that at present quite a few parents had several daughters in teams and had to drive miles each Saturday from one lot of courts to the next.

She added: "A lot of sporting clubs have good facilities in Springvale. We think it's netball's turn to get a complex".



**From:** Kerryl Fleming
**To:** Patrick O"Gorman
**Subject:** Fwd: Fleming approval
**Date:** Tuesday, 1 June 2021 5:46:25 PM
**Attachments:** Fleming Approval.docx

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Good afternoon Patrick,

Attached please find our letter of approval to name the pavilion at SDNA in memory of my mum and her many years at SDNA including fighting to get the pavilion built.

We appreciate your time and effort.

If you require anything further please do not hesitate to contact me.

Kind Regards

Kerryl Fleming & Family
[redacted]

Get Outlook for Android

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**From:** [redacted]
**Sent:** Tuesday, June 1, 2021 5:40:45 PM
**To:** Mum [redacted]
**Subject:** Fleming approval

01/06/2021

Attention: Patrick O'Gorman
City of Kingston

I refer to the proposal to name the Pavilion at Springvale & District Netball Association in Rowans Rd Dingley in the name of my late mum, Lynne Fleming.

On behalf of my brothers, myself and the entire Fleming family we give our full consent for the naming of the pavilion to go ahead in remembrance of our mother, and acknowledgement of the contribution to this association including the construction of the pavilion many years ago

Please feel free to contact me at any time in relation to this matter on:

[redacted]

Kind regards

Kerryl Fleming

**Public Submissions – in support of 'Lynne Fleming Pavilion'**

| | |
|---|---|
| **1.** | Congratulations on Kingston Council's proposal to name the Rowan Road Reserve pavilion "The Lynn Fleming Pavilion".<br>Lynn is well known as a stalwart supporter of the Springvale and District Netball Association (SDNA) with service to the organisation over 50 years.<br>As a neighbour to the complex, no Saturday would go past without Lynn's voice being heard over the loudspeaker marshalling her troops.<br>Whilst viewing my Granddaughter's games over the years it was always good to catch up with Lynn at the pavilion.<br>I fully support the council's initiative in adding Lynn Fleming's name to the pavilion and can think of no better recognition for her hard and tireless work for the SDNA.<br>It is a pity that she will not be in attendance for the unveiling, if not in body, but in spirit. |
| **2.** | I feel the proposed name of "Lynne Fleming Pavillion" is aptly suited for the Rowan Road Pavillion. |
| **3.** | I support the proposal to name the pavilion "Lynne Fleming Pavilion".<br>I had the pleasure of working with Lynne on the SDNA committee several years ago. She was highly dedicated to the sport of netball and gave so generously and volunteered her time over decades. Lynne spent countless weekends behind the scenes so that the local community could enjoy and participate in netball.<br>To name the Pavillon in her honour would be a fitting tribute to Lynne and her family. |
| **4.** | I support the naming of the pavilion in the memory of Lynne Fleming. I believe her contribution to the netball community went above and beyond and is a well deserved recognition to the contribution to netball. |
| **5.** | No more deserving name than LYNNE FLEMMING. 100% support the naming of the pavilion after her. |
| **6.** | 100% support the naming of the pavilion after LYNNE FLEMMING. |
| **7.** | I support the request from SDNA for the naming of the netball pavilion after Lynne Fleming.<br>Without Lynne's exceptional foresight our League would not exist as it does today. Supporting 29 clubs and over 90 netball teams with over 1000 participants. |

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| | The SFNL works closely with the SDNA to provide a sporting service to the community with junior competitions run by SDNA and senior comp by SFNL.<br>Lynne's time and perseverance has enabled many netballers the opportunity to play their sport over the years and I can't suggest a better person for the venue to be named after.<br><br>**SFNL Netball Operations Coordinator**<br>**Southern Football Netball League** |
| **8.** | Dear Sir or Madam,<br>I would like to submit my support for the name of the above mentioned Pallivion To be named in honour of Lynne Fleming |
| **9.** | To Whom It May Concern<br>I am writing in regard to the naming of the Rowan Road Pavillion at Dingley Village.<br>As the Vice President of the Aspendale Arrows Netball Club, and a coach of a team that plays at the SNDA courts, I fully support and encourage the naming of the pavillion to the "Lynne Fleming Pavillion" |
| **10.** | Dear Sir or Madam,<br>I am writing to support the request by SDNA Association, to name the pavilion after Lynne Fleming.<br>Lynne was an amazing woman and her life was Netball and her dedication to the Springvale and District Netball Association was never ending. She was a player for most of her life, committee member, President and Life member. She was there every Saturday including days when she was very unwell.<br>She was the driving force behind the changes need to keep the Association going and always available to help any new player and their families.<br>It was a pleasure to work along side her and she had the highest respect from everyone who came in contact with her.<br>There would be no other person, that would deserve this honour more than her. |
| **11.** | My daughter XXX, started "Net, Set Go" at SDNA in 2009. She is still playing domestic netball at the courts with the Aspendale Arrows. She played juniors for 10 years and seniors on Saturday afternoons for the past three years. |

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| | She was also involved with the SDNA domestic team for 4 years. I was vice president of the Aspendale Arrows for 3 years and vice president for 3 years. I was also a SDNA committee person for two years.<br><br>In my 12 year involvement with SDNA, I was privileged to have known Lynne Flemming. She was working in the the office, preparing umpires, organising representative teams, attending meetings and picking up rubbish. I only saw the twilight years. I found out about the legend of Lynne. She was a long term president and ran a massive competition across many venues with many teams in a time pre online computers. Tho logistics must have been immense and incomprehensible in a post-tech era.<br><br>The sheer volume of netballers involved with the SDNA during Lynne's time the association would be thousands. From 1 season try-outs to Australian Diamonds, Lynne has volunteered her time to run the competition. 50 years of selfless dedication. Our community is so fortunate to have had Lynne involved.<br><br>Think of the amount of time and effort a person needs to put in to attain life membership at a local junior sports club. The times that by 5. That's Lynne Fleming. |
| **12.** | Hi there,<br>My family would love to see the pavilion at Rowan road reserve in Dingley named after Lynne Fleming. It seems so fitting and deserving. Thankyou for the opportunity to have input. |
| **13.** | Over the many years Lynn has put in great amounts of effort and passion for this community and it would be a great tribute to her to rename the pavilion. |
| **14.** | I wish to have my say and share my thoughts on the naming of the Rowan Road Reserve Pavillion as the "Lynne Fleming Pavilion".<br>No one has been more pivotal in the creation and running of the SDNA than Lynne. I started playing netball with SDNA before the purchase of the Rowan Road Complex. The creation of this location and its facilities was a major step in the longevity of this association and its successes.<br>Lynne Fleming is the SDNA and the pavilion should absolutely be named in her honour. |
| **15.** | I fully support the naming of the sports pavilion the Lynne Fleming Pavilion. |

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| | Lynne worked tirelessly for the Springvale and District Netball Association for many years, she was instrumental in ensuring that these netball courts were built for local netballers and in turn for their competitors.<br>Lynne was a highly respected member of the Netball community and it is just a shame that she passed away earlier this year without the knowledge that her legacy would live on. She was so passionate and giving and thousands of netballers have benefited by her tenacity and drive in ensuring this facility was available. It would be entirely appropriate that it be named for Lynne.<br><br>I played netball myself for 40 years, my whole family has been involved in netball for many years and am very grateful that there was someone like Lynne ensuring there were facilities and encouraging young people to take part in team sports. |
| **16.** | I support the pavilion being named after Lynne Flemming |
| **17.** | I strongly support the proposal to name the netball pavilion in Springvale after my nan Lynne Fleming.<br><br>She put so much time and effort into everything involved in the SDNA and she deserves to be remembered by them and in history. |
| **18.** | Hello my name is XXXXX and I have lived in the Kingston region for many years and I wholeheartedly support the naming of the SDNA Pavilion to the Lynne Fleming Pavilion.<br>Lynne as you know was a tireless worker for the SDNA and I feel it would be a wonderful tribute to her memory and for her family. |
| **19.** | Hi I would just like to show my support in renaming the pavilion in honour of lynne Fleming because of her dedication and service SDNA for over 50 years |
| **20.** | To whom it may concern,<br><br>I would like to add my support to the proposed naming of the pavilion at Rowans Rd Reserve to Lynne Fleming Pavilion.<br><br>After countless years of service to the SDNA netball community this would be a well deserved honour and hope this naming is granted.<br><br>If you require any further information please do not hesitate to contact me. |

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| **21.** | As a previous treasurer who worked closely with Lynne Flemming for many years i wish to show my support behind renaming the to the Lynne Fleming pavillion.<br><br>Lynne was the heart and soul of the springvale and district netball association and we could not honour her memories in a more appropriate way. |
| **22.** | Please see this email as my support for renaming the SDNA pavilion after Lynne Fleming.<br><br>I have personal knowledge of Lynnes passion and commitment to SDNA due to my own connection at SDNA whilst my wife was a committee member.<br><br>This recognition is so deserving for such a monumental contribution Lynne has made |
| **23.** | To whom it may concern,<br><br>I endorse the naming of this pavilion in honour of Lynne Fleming who worked tirelessly to establish the association and continued to support it long beyond the years of her own child playing there.<br><br>She was instrumental in the success of the SDNA brand and her legacy should live on in this way. |
| **24.** | Hi I find this would be such an Honour to have this Pavillion named after my Aunty.<br>Aunty Lynne worked so hard at not only playing netball herself but also coached<br>Many teams and also umpired for as long as I can remember.<br>She spent time fundraising and organising netball trips for so many girls and ladies<br>She gave my girls some life skills on netball.<br>As her niece I could not think of a more final recognition to such a beautiful and loved lady that will be missed everyday by so many people. |

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| **25.** | Support in naming the pavilion Lynne Fleming pavilion she was a well known and valued netballer, umpire and president she worked really hard for the SDNA for so long and she deserves to be honoured and have her name continue through the netball for years on |
| **26.** | Dear Officer/Administration Team,<br><br>I am in support to renaming the Rowans Rd Netball pavillion to "Lynne Fleming Pavillion".<br><br>I have known Lynne Fleming over 10 years through Netball activities. Lynne always have strong connection with Netball communities. She always make herself available at the Netball courts, helping running all activities for young and adult netballers. She was always available at the courts even when it's rained, hailed or shined.<br><br>Regardless if it's weekdays or weekends, Lynne always ensured that Netball pavillion was welled looked after and well cleaned. She never hesitated to come out at night time to check the security when there was any alarm issues. Even during her final year of fighting with cancer battle, Lynne was still coming out to the courts to help with all Netball activities. Netball pavillion was her home.<br><br>I have never met anyone with such dedication, enthusiasm and responsibilities towards the community at large. Yes I am in full support of renaming pavillion to LYNNE FLEMING PAVILLION. |
| **27.** | To whom it may concern.<br><br>Please see this email as my support for the renaming of the SDNA pavilion after Lynne Fleming.<br><br>An amazing contribution to netball over a very long time is deserving of this recognition. |
| **28.** | I have been best friend and been with Lyn thru her time with SDNA fir many years I think it is a wonderful thing to name our pavilion after her |
| **29.** | Good morning<br><br>I would like to offer my support in naming the unnamed pavilion at Rowan Road Reserve to the “Lynne Fleming Pavilion”. |

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| | Having known Lynne through netball, I believe it is a very fitting name for the pavilion as Lynne gave so much of her life to Springvale and District Netball Association. |
| **30.** | I would like to suggest the pavilion to be named to honour the work and time given by Lynne Fleming, especially the rebuilding in1983 after the fire. |
| **31.** | To whom it may concern,<br><br>As someone who played at Springvale when I was young, to now being a parent of a player who plays at Springvale, I know the dedication and involvement of Lynne Fleming over the years.<br><br>She was instrumental for SDNA getting up and running and was instrumental in building SDNA and the thriving competition it is today. I think it is only fitting to have our wonderful Pavilion named after her. |
| **32.** | Dear Kingston Council<br><br>I am writing to support the re-naming of the clubrooms at the Rowan Road Netball Courts to 'Lynne Fleming Pavillion'.<br><br>As mentioned by President of SDNA, Julie Pool, Lynne was a long standing member of our netball community. In the 1980s, she was instrumental in developing the courts we use today from muddy farmland to the exceptional facilities used by members of our community. Lynne also stepped up when we had trouble with our committee some years ago and steered it to the fully functioning association we have today. She was always at the courts to volunteer with everything from ordering uniforms, organising squad tournaments, helping in the canteen, umpiring (well in to her 70s), resolving parent disputes and questions and even going away with the children to supervise them during their weekend tournament in regional Victoria.<br><br>It was a great loss, to not only our Association, but to the entire netball community when she passed.<br><br>Lynne has given our Association so much of her time and energy that it is entirely appropriate and encouraged, that our Pavilion is named in her honour. |

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| | We hope this can be achieved.<br><br>**Vice President, SDNA**<br>**Life Member, Dingley Netball Club** |
| **33.** | I totally endorse the naming of the Rowan Rd pavilion the Lynne Fleming building. An amazing woman and an inspiration to so many. |
| **34.** | I support the naming of the pavilion the "Lynne Fleming Pavilion". I've also been involved with netball for some 13 years at the Rowan Rd Reserve (mainly with the Maroons Netball Club) and saw first-hand the work Lynne did on the Committee and on game day. I recently learned of her 50-year association with netball administration at this sight. Naming the pavilion after her makes perfect sense. |
| **35.** | I support the proposed naming of the pavilion at Rowan Road Reserve in Dingley Village as the 'Lynne Fleming Pavilion'.<br><br>Naming the pavilion, the 'Lynne Fleming Pavilion', honours and recognises the significant contribution made by Lynne Fleming to the establishment and development of netball facilities at Dingley Village and her dedicated service to the SDNA for over 40+ years. |
| **36.** | I fully support the renaming of the Pavilion to be Lynne Fleming Pavilion<br>Lynne has been the most valuable asset to the netball community for many, many years as long as I can remember over 40 years.<br>Her dedicated and hours of hours of voluntary work to move us from behind the primary school in Springvale /Springvale library until we moved to the courts now located in Dingley.<br>Once at Dingley her work did not stop there. It wouldn't matter what day or night Netball was played Lynne would be there all day all night helping others.<br>Thousands and thousands of young and old would never have a bad word to say about Lynne. Lynne was president for many years and made Springvale a club for all to feel welcome and pride in their community and sport.<br><br>Looking forward to seeing Lynne's name on the Pavillion as I go to watch my Niece and great Niece still enjoying the game Lynne nurtured us to grow and love. |

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| **37.** | Dear committee;<br><br>I like this name: Lynne Fleming Pavilion hence I agree it to be named. Thank you |

**Public submissions – alternative names suggested**

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|---|---|
| **1.** | To whom it may concern,<br>I would like to share my thoughts on the proposed naming of the unnamed pavilion at Rowan Road Reserve. While the name Lynne Fleming is great, I think that Pudding Pavilion would be better. I think it should be called this because my cat's name is Pudding. We rescued him from the RSPCA animal shelter and by naming it Pudding Pavilion, it is a tribute to the amazing work the volunteers and workers do at the animal shelter. This name also has a nice ring to it.<br>Thank you for your consideration. |
| **2.** | I urge council to identify an appropriate Aboriginal name for this facility.<br>Kingston lags behind other Melbourne councils in providing acknowledgement of traditional owners by giving Aboriginal names to places in the municipality.<br>We need to recognise that Rowan Road Reserve was once Aboriginal land before it was forcibly appropriated by European settlers.<br>Council should approach elders of the Boon Warrung people and ask them to provide an appropriate Aboriginal name for the pavilion. |
| **3.** | Well I have come up with an unusual name : DanChey Pavilion, something different and very unique to our beautiful Suburb. Something that is exciting and not in a name of someone. We are an young community and love to have that vide. |

# Council Meeting

**27 September 2021**

**Agenda Item No: 11.6**

# QUICK RESPONSE GRANTS

**Contact Officer: Gabrielle 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.

## RECOMMENDATION

That Council approve the following Quick Response Grant applications:

- Melbourne Begonia Society Inc - $1500.00
- Life Activities Club Cheltenham - $1500.00
- Yarrabah School - $1500.00
- EAL@Cheltenham PC - $1060.00
- Chelsea Heights Community Centre - $1500.00
- Aspendale Lifesaving Swimming and Youth Club Inc - $1341.00
- Westall Primary School - $798.28

## 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 a Council Meeting.

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?

## 4. Applications

| Name: | Melbourne Begonia Society Inc | |
|---|---|---|
| **Amount requested:** | $1500.00 | |
| **Description of Project/Event:** | The annual begonia display/show continues to provide an opportunity for the general public to see and purchase an extensive variety of begonias that are not readily available from commercial nursery outlets or are rare and endangered species. The show is widely promoted in local papers, on community and commercial radio and Vic garden clubs. This event brings an extensive range of garden enthusiasts from other suburbs and country regional cities by bus and private transport, including groups from local retirement facilities where we have given talks. The Begonia Show involves the majority of its membership in the preparation of the hall, growing the plants for sale and display and staffing the venue. The members run information sessions on correct growing and propagation techniques for the begonias on sale. Our display on the stage each year is used to highlight the various ways begonias can be used in a garden, with particular emphasis on courtyard gardens. | |
| **How the funds will be used:** | MBS needs to improve the signage for their Annual Show. Over the years we have collected a hodgepodge of signs in various states of repair. Parts of our large billboard and our Point of Sale signs are shared with Southern Suburbs Orchid Society, who use the same premises. Our signage requirements consist of outside advertising - a billboard announcing the event, teardrop signs and sandwich boards erected on the days of the event. With the new rules regarding people movement and social distancing we need to erect large, clear instructions covering both entry and exit, and information points with QR codes linked to in-depth plant information. These information points will not only enable us to provide much requested information, they will also reduce the paper handouts we have to print. The outdoor signage needs to be weather proof, sturdy and large enough to be seen from the street. In-between events, to make sure it remains together in an easily accessible secure dust resistant place, we plan to store all the signage in a large lockable box. | |
| **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**<br>$750 - Annual Grant - Sep'20<br>$1.5k - Annual Grant - Sep'19 | | |
| **Officer Comment:**<br>This application meets the assessment criteria and is recommended for approval for an amount of $1500.00. | | |

| Name: | Life Activities Club Cheltenham | |
|---|---|---|
| **Amount requested:** | $1500.00 | |
| **Description of Project/Event:** | Ongoing cost of sanitising supplies eg hand soap, paper towels & holders hand & surface sanitiser, wipes & disposable gloves also a phone to help our members check-in safely. We would also like to buy new card tables for our activities eg Mah Jong, Scrabble, Bolivia and Rummy Tiles/Cards 500 our old ones have seen better days. Also a celebration for our members due to the fact we were closed for 18 months. This will benefit Kingston Seniors because of loneliness & isolation they experienced due to lockdowns it will help their mental health & brighten their day. It will mean a lot being able to socialise with their friends again. Just going to their various activities once a week & knowing the Club is open gives them something to look forward to & a lot of joy. | |
| **How the funds will be used:** | Ongoing cost of sanitising supplies, paper towel holders, and card tables for activities, phone for members to check in with QR codes (some members do not have phones that can do this) Celebration for members after so long being closed and in lockdown. | |
| **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 $1500.00.

| Name: | Yarrabah School | |
|---|---|---|
| **Amount requested:** | $1500.00 | |
| **Description of Project/Event:** | The grant will help to fund the installation of 80 square metres of artificial turf, located at the perimeter of our Junior School buildings. This will provide an outdoor space for Junior School staff and students during play times, and for outdoor learning and self-regulation. The area is also located next to our Outside School Hours Care (OSHC) building and Kitchen Garden and will provide an additional space for use by Junior and Senior students, and OSHC educators during the after school care program and during the school holiday program. | |
| **How the funds will be used:** | Dig-Out and Excavations of the existing outdoor area, including removal and disposal of materials. Supply and Installation of approximately 80 square metres of Silverback 40 synthetic turf. | |
| **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**
$1.5k - Quick Response Grant - Oct'20
$213 - Schools Grant - Sep'20

**Officer Comment:**
This application meets the assessment criteria and is recommended for approval for an amount of $1500.00.

| Name: | EAL@ Cheltenham PC | |
|---|---|---|
| **Amount requested:** | $1060.00 | |
| **Description of Project/Event:** | Provide online EAL (English As Another Language) lessons via zoom. Engagement is facilitated by a teacher and several volunteers, with a focus on colloquialisms, pronunciation improvement and current topics. Also, promote community and well-being amongst speakers of a variety of languages by organising outings to places of interest, such as Moonlit Sanctuary, Pearcedale; restaurant outings; and events at Shirley Burke Theatre. Boost publicity for our program. | |
| **How the funds will be used:** | Annual zoom subscription = $230.89<br>Entry costs for Moonlit Sanctuary or Royal Botanic Gardens (for say 11 adults and 3 children)=$325.<br>Assisting students who do not have the financial freedom to pay for a restaurant meal during a group outing. (for say 5 needy students@ $30= $150)<br>Publicity: printed flyers/cards = $300, 'boosting' our facebook posts @$10 each time = $50 | |
| **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 $1060.00.

| Name: | Chelsea Heights Community Centre | |
|---|---|---|
| **Amount requested:** | $1500.00 | |
| **Description of Project/Event:** | To purchase a defibrillator and cabinet to be located in the foyer of the community centre, to provide timely life saving intervention in the event of a sudden cardiac arrest or other emergency. This will be a public access defibrillator which can be used by community centre patrons with no experience or training. It also provides coaching to assist with CPR, measuring blood flow and providing feedback to improve CPR effectiveness. | |
| **How the funds will be used:** | To purchase the Heartsine Samaritan Pad Defibrillator (AED) 500P Combo from First Aid Kits Australia. | |
| **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**
$2k - Grant - Aug'21
$825 - Childrens Week Grant - Sep'20
$73k - Partnership Grant - Sep'20
$440 - Festival Grant - Apr'20
$1.1k - Quick Response Grant - Oct'19

**Officer Comment:**
This application meets the assessment criteria and is recommended for approval for an amount of $1500.00.

| Name: | Aspendale Lifesaving Swimming and Youth Club Inc | |
|---|---|---|
| **Amount requested:** | $1341.00 | |
| **Description of Project/Event:** | Aspendale LSC is reengaging with our youth cohort by establishing a new fitness and development program. It has been a tumultuous couple of years for the youth in the region due to COVID related lockdowns and Aspendale LSC are very keen to get youth involved and reengaged in activities. Aspendale LSC Nippers and Cadets were previously enthusiastic participants in the many Surf Sports activities available at our club. These new activities will encourage healthy and active lifestyles, teamwork and generate a sense of camaraderie and belonging. | |
| **How the funds will be used:** | The club has the experience and resources to plan and run the fitness development sessions. Funds sought under this grant will be used to purchase basic fitness equipment:<br>• Agility poles<br>• Speed ladders<br>• Skipping ropes<br>• Medicine balls<br>• Dumbbells<br>• Speed rings<br>• Beach flags<br>• Soccer balls | |
| **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**<br>$1.5k - Quick Response Grant - Mar'20 | | |
| **Officer Comment:**<br>This application meets the assessment criteria and is recommended for approval for an amount of $1500.00. | | |

| Name: | Westall Primary School | |
|---|---|---|
| **Amount requested:** | $798.28 | |
| **Description of Project/Event:** | Establishment of school veggie garden. This year for Science Week, the school received a grant to allow our students to develop an understanding of and promote sustainable food production by making resources that can be used to establish and maintain a school veggie garden:<br>Foundation and Year 1/2 students will grow new seedlings to establish our school veggie garden.<br>Year 3/4 students will use clay to make individual seedling pots that we will be able to reuse to start growing new seedlings throughout the year(s).<br>Year 5/6 students will recycle UHT milk cartons from our Breakfast Club Programme to make mini propagation greenhouses that will be able to hold the clay pots made by our Year 3/4 students and will assist with the germination of seeds.<br>As the Science Week Grant was not to be used to purchase equipment to establish a veggie garden, the school wrote to local businesses requesting donations of the required equipment. Unfortunately, we have not received any responses, and have not been able to begin establishing our veggie garden. We are therefore reaching out to you for assistance. | |
| **How the funds will be used:** | The funds will be used to purchase equipment required to establish a school veggie garden for students:<br>2x Birdies Raised Garden Beds $518<br>1x Maze Compost Bin $89<br>12 x Watering Cans $59.88<br>12x Cyclone Kids Patch Hand Rake $43.80<br>12x Cyclone Kids Patch Hand Fork $43.80<br>12x Cyclone Kids Patch Hand Trowel $43.80 | |
| **Assessment Criteria:**<br>• The applicant meets the eligibility criteria<br>• Funds are needed at short notice<br>• The activity/event/project benefits the City of Kingston residents<br>• The applicant has demonstrated a clear need for funds<br>• The applicant has not received any other funding from Council<br>• The applicant is an individual or not for profit organisation<br>• The project cannot be funded under any other Council Grant program | | ✓<br>✓<br>✓<br>✓<br>✓<br>✓<br>✓ |
| **Grants received in current or last financial year**<br>$213 - Schools Grant - Oct'20<br>$213 - Schools Grant - Sep'20 | | |
| **Officer Comment:**<br>This application meets the assessment criteria and is recommended for approval for an amount of $1500.00. | | |

## 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

N/A

### 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**
N/A

| | |
|---|---|
| Author/s: | Gabrielle Pattenden, Governance Officer |
| Reviewed and Approved By: | Phil DeLosa, Manager Governance |
| | Tony Ljaskevic, General Manager Corporate Services |

# Council Meeting

**27 September 2021**

**Agenda Item No: 11.7**

# INFORMAL MEETINGS OF COUNCILLORS

**Contact Officer: Gabrielle Pattenden, Governance Officer**

## Purpose of Report

To provide copies of the Informal Meetings of Councillors records in line with Rule 1 of Chapter 6 of the Governance Rules 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.

## RECOMMENDATION

That Council receive the report.

## 1. Executive Summary

This report contains records for meetings defined as an Informal Meetings of Councillors under Rule 1 of Chapter 6 of the Governance Rules (the Rules).

## 2. Background

The Governance Rules requires that Informal Meetings of Councillors records are reported to the next possible meeting of Council. This seeks to promote openness and transparency of Council decision making.

## 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 Informal Meetings of Councillors meets the requirements of the Rules 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 Governance Rules requirements

As prescribed by Rule 1 of Chapter 6 of the Rules, if there is a meeting of Councillors that:

- is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors;
- is attended by at least one member of Council staff; and
- is not a Council meeting, Delegated Committee meeting or Community Asset Committee meeting

the Chief Executive Officer must ensure that a summary of the matters discussed at the meeting are:

a) tabled at the next convenient Council meeting; and
b) recorded in the minutes of that Council meeting.

A standard Informal Meeting of Councillors form will be used as the record for the purposes of the Rules. These form the appendices to the report.

Rule 6 of Chapter 5 of the Rules requires Councillors attending a meeting under the auspices of Council (to which an Informal Meeting of Councillors falls under) to disclose a conflict of interest and leave the room whilst the matter is being considered.

## 4. Conclusion

### 4.1 Environmental Implications

Nil

### 4.2 Social Implications

Tabling Informal Meetings of Councillors records supports disclosure and transparency of Council operations.

### 4.3 Resource Implications

Nil.

### 4.4 Legal / Risk Implications

Nil.

## Appendices

Appendix 1 - Informal Meetings of Councillors Record - Planning CIS 6 September 2021 (Ref 21/227372)

Appendix 2 - Informal Meetings of Councillors Record - Strategic CIS 13 September 20201 (Ref 21/236246)

Appendix 3 - Informal Meetings of Councillors Record - Strategic CIS 20 September 2021 (Ref 21/235909)

| | |
|---|---|
| Author/s: | Gabrielle Pattenden, Governance Officer |
| Reviewed and Approved By: | Phil DeLosa, Manager Governance |
| | Tony Ljaskevic, General Manager Corporate Services |

# 11.7

# INFORMAL MEETINGS OF COUNCILLORS


1 Informal Meetings of Councillors Record - Planning CIS 6 September 2021 ..... 687

2 Informal Meetings of Councillors Record - Strategic CIS 13 September 20201 ..... 691

3 Informal Meetings of Councillors Record - Strategic CIS 20 September 2021 ..... 695

# Informal Meetings of Councillors Record

**Governance Rules Chapter 6**
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

## Meeting Details

**Date:** 6 September 2021 **Time:** 6.00pm

**Meeting Location:** **Online via Microsoft Teams**

**Meeting Reason:** **Planning Councillor Information Session**

**Attendees:**

**Councillor/s:**
Cr Steve Staikos (Mayor)
Cr Hadi Saab (Deputy Mayor)
Cr Tamsin Bearsley
Cr Tim Cochrane
Cr Tracey Davies
Cr Jenna Davey-Burns
Cr David Eden
Cr Chris Hill
Cr Cameron Howe
Cr Georgina Oxley

**Officer/s:**
Tim Tamlin, Interim Chief Executive Officer
Mauro Bolin, General Manager Community Sustainability
Jonathan Guttmann, General Manager Planning and Development
Samantha Krull, General Manager City Assets and Environment
Tony Ljaskevic, General Manager Corporate Services
Alfred Carnovale, Acting Manager City Development
Natasha Corponi, Communications Advisor
Phil De Losa, Manager Governance
Emily Scopel-Reed, Governance Officer
Kate McInnes, Team Leader Corporate Performance
Melissa Mitchell, Corporate Performance Support Officer
Astrid Di Carlo, Executive Manager Legal
Tania Asper, Manager City Economy and Innovation
Matt Nelson, Team Leader Kingston Business
Emily Boucher, Manager Open Space
Charles Turner, Manager Infrastructure
Patrick O'Gorman, Governance Officer

**Guests:**
John Scales, JWS Research

**Apologies:**
Nil

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# Informal Meetings of Councillors Record

**Governance Rules Chapter 6**
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City of KINGSTON

**Summary of Matters Discussed:**

1 Apologies

2 Declaration by Councillors, Officers and Contractors of any Conflict of Interest

3 Notes of CIS of 16 August 2021

4 Community Satisfaction Survey 2021 Report

5 Councillor Weekly Update and Executive Updates

Individual Ward Briefings

6 By exception:

Planning Delegation Policy Emails - August 2021

7 Draft Agenda - Planning Committee - See Separate Agenda

8 Council Update on Comprehensive Development Zone

*This report is designated as **confidential** by the CEO in accordance with S77(2) of the Local Government Act*

9 Parklet Policy Issues Paper

10 Integrated Water Management Update

11 Memorials, Monuments and Plaques Policy 2021

12 Kingston's Cycling and Walking Plan

13 Revised Report Template

14 MAV State Council Meeting

15 Report on Legal Advice

16 Invitations

17 Councillor/CEO Discussion

**Conflict of Interest Disclosures:**

**Councillor Disclosures:** *Nil*

Name of Councillor:

Explanation of the nature of the conflict: General OR Material

# Informal Meetings of Councillors Record

**Governance Rules Chapter 6**
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

Councillor left the meeting prior to discussion: YES/NO

Time left: Time returned:

**Officer Disclosures:**

Name of Officer: *Nil*

Explanation of the nature of the conflict: General OR Material

Councillor left the meeting prior to discussion: YES/NO

Time left: Time returned:

Completed by: Emily Scopel-Reed, Governance Officer

Date: 7 September 2021

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***Brief Explanation – Governance Rules Chapter 6:***

If there is a meeting of Councillors that:

1.1 is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors;

1.2 is attended by at least one member of Council staff; and

1.3 is not a *Council meeting, Delegated Committee* meeting or *Community Asset Committee meeting*

the *Chief Executive Officer* must ensure that a summary of the matters discussed at the meeting are:

(a) tabled at the next convenient Council meeting; and

(b) recorded in the minutes of that Council meeting.

Some examples of an Informal Meeting of Councillors will include:

- Councillor briefing session;
- Meeting / briefing of one or more Ward Councillors;
- Advisory committee where one or more Councillor/s is present;
- Budget discussion;
- Workshop re key Council priorities;
- Site inspection;
- Preliminary planning conference

*If you require further clarification, please contact the Governance team.*

# Informal Meetings of Councillors Record

**Governance Rules Chapter 6**
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City of KINGSTON

## Meeting Details

**Date:** 13 September 2021 **Time:** 6.00pm

**Meeting Location:** **via the Zoom Platform**

**Meeting Reason:** **Strategic Councillor Information Session**

**Attendees:**

**Councillors**
Cr Steve Staikos (Mayor)
Cr Hadi Saab (Deputy Mayor)
Cr Tamsin Bearsley (arrived at 6.08pm)
Cr Tim Cochrane
Cr Tracey Davies
Cr Jenna Davey-Burns
Cr David Eden
Cr Chris Hill
Cr Cameron Howe
Cr George Hua (arrived at 6.12pm)
Cr Georgina Oxley

**Officers**
Tim Tamlin, Interim Chief Executive Officer
Mauro Bolin, General Manager Community Sustainability
Jonathan Guttmann, General Manager Planning and Development
Samantha Krull, General Manager City Assets and Environment
Tony Ljaskevic, General Manager Corporate Services
Tracey Cheeseman, Manager Communications and Community Relations
Phil De Losa, Manager Governance
Patrick O'Gorman, Governance Officer
Gabby Pattenden, Governance Officer
Emily Boucher, Manager Parks and Open Space
Brad Lewis, Foreshore Coordinator
Julian Harvey, Manager Property & Arts
Steve Lewis, Manager Community Buildings
Juli Stickler, Senior Facilities Development & Planning Coordinator
Ange Marshall, Manager Finance & Corporate Performance
Bridget Draper, Manager Active Kingston
Charles Turner, Manager Infrastructure
Morgan Henley, Festivals & Events Coordinator
Kim Forbes, Strategic Coordinator Leisure Facilities

**Guests**
Andrew Brenchley, Level Crossing Removal Project
Mark Yosiffidis, Level Crossing Removal Project
Elvira Cadan, Level Crossing Removal Project
Nicola Holland, Level Crossing Removal Project
Emmanuel Cusack, Level Crossing Removal Project
Joanna De Lotto, Level Crossing Removal Project

continued over page

# Informal Meetings of Councillors Record

**Governance Rules Chapter 6**
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City of KINGSTON

**Apologies:**
Nil

**Summary of Matters Discussed:**

**Strategic Briefings**

**4.** Councillor Weekly Update and Executive Updates

5. Draft Coast and Marine Management Plan

6. Council Meeting - See Separate Agenda
7. Presentation by LXRP

8. Response to Resolution - Tree Removals Over 8m in height - Planning and Local Law - 13th September 2021

9. Mentone Station Heritage Buildings - Fit Out Project

10. Activating Heritage Collections - Update

11. Financial Plan 2021-22 to 2030-31

12. Draft Agenda - Council Meeting - See Separate Agenda

**Petitions**

8.1 Tree Removal Application at 23 Cannes Avenue Bonbeach PT-2021/389
8.2 Amendment C197KING to the Kingston Planning Scheme – Anomalies Amendment
8.3 Integrated Water Management
9.1 CON-21/-044 Establishment of Specialist Sports Lighting Contractor Panel
9.2 CON-21/053 Aspendale Life Saving Club – Award of Contract
9.3 Financial Implications of Female Friendly and Disability Discrimination Act Compliance
9.4 Request for CCTV at Waterways
9.5 North Cheltenham Preschool Redevelopment
10.1 Sport and Recreation Victoria – Community Cricket Program 2021/22
10.2 Response to Council Resolution – Disc Golf trail in Bicentennial Park

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***Brief Explanation – Governance Rules Chapter 6:***

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- Budget discussion;
- Workshop re key Council priorities;
- Site inspection;
- Preliminary planning conference

*If you require further clarification, please contact the Governance team.*

2 of 2

# Informal Meetings of Councillors Record

**Governance Rules Chapter 6**
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

10.3 GR Bricker Reserve Pavilion Development and Master Plan Implementation – Community Consultation
10.4 Chadwick Reserve Proposed Dog Off Leash Area
10.5 Port Phillip and Western Port Regional Catchment Strategy
10.6 Road Safety Strategy
10.7 Outcome of s223 Committee – 6 Lochiel Ave, Edithvale
10.8 2021 – 2022 Arts Grants Program
11.1 Opportunities for 'Micro' events
11.2 Hardship Policy
11.3 MAV State Council Meeting
11.4 Naming Proposal of Pavilion at Rowan Road Reserve, Dingley Village
11.5 Authorisation of Officers under the Planning and Environment Act
11.6 Community Local Law Review
11.7 Quick Response Grants
12.1 Response to Resolution – The Need to Locate Vegetation Offsets Locally; 3:1 Tree and Over 8 Metre Tree Reporting
12.2 CON21/034 – Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal

**Other Business**

**13. Invitations**

**14. Councillor/CEO Only Discussion**

**Conflict of Interest Disclosures:**
Nil

**Officer Disclosures:**

Nil

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***Brief Explanation – Governance Rules Chapter 6:***

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- Advisory committee where one or more Councillor/s is present;
- Budget discussion;
- Workshop re key Council priorities;
- Site inspection;
- Preliminary planning conference

*If you require further clarification, please contact the Governance team.*

2 of 2

# Informal Meetings of Councillors Record

**Governance Rules Chapter 6**
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

## Meeting Details

**Date:** 20 September 2021 **Time:** 6.00pm

**Meeting Location:** via the Zoom platform

**Meeting Reason:** Strategic Councillor Information Session

**Attendees:**

**Councillor/s:**

Cr Steve Staikos (Mayor)
Cr Hadi Saab (Deputy Mayor)
Cr Tamsin Bearsley (arrived at 6.02pm)
Cr Tim Cochrane (arrived at 6.08pm)
Cr Tracey Davies
Cr Jenna Davey-Burns
Cr David Eden (arrived at 6.15pm)
Cr Chris Hill (arrived at 6.05pm)
Cr Cameron Howe
Cr George Hua
Cr Georgina Oxley

**Officer/s:**

Tim Tamlin, Interim Chief Executive Officer
Mauro Bolin, General Manager Community Sustainability
Jonathan Guttmann, General Manager Planning and Development
Samantha Krull, General Manager City Assets and Environment
Tony Ljaskevic, General Manager Corporate Services
Tracey Cheeseman, Manager Communications and Community Relations
Phil De Losa, Manager Governance
Patrick O'Gorman, Governance Officer
Gabby Pattenden, Governance Officer
Astrid Di Carlo, Executive Manager Legal
Yenni Lim, Manager Compliance
Mark Patterson, Manager Family, Youth & Children's Services
Brooke Crawford, Program Leader Customer Experience
Freya Carlson, Program Leader Digital, Design & Events
Bridget Draper, Manager Active Kingston
Julian Harvey, Manager Property, Arts & Leisure Services
Kim Forbes, Strategic Coordinator, Leisure Facilities
Emily Boucher, Manager Open Space

**Guests**
Nil

**Apologies:**
Nil

continued over page

# Informal Meetings of Councillors Record

**Governance Rules Chapter 6**
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City of KINGSTON

**Summary of Matters Discussed:**

1 Apologies
2 Disclosures by Councillors, Officers and Contractors of any Conflict of Interest
3 Notes of the Strategic CIS Meeting of 13 September 2021
4 Councillor Weekly Updates and Executive Updates
5 Parent First Aid – Outcomes of Pilot
6 Website Development Project Update
7 Response to Resolution: Representative Community Panel
8 Council Meeting
9 Naming of Places Policy
10 Aquatic Development – Site Assessment and Selection
11 Housing Strategy and Neighbourhood Character Study
12 Mentone/Parkdale Level Crossing Removal
13 Glyphosate Ban Review
14 Patterson Lakes Waterways Maintenance Agreement Discussion
15 Review of the Street and Park Tree Management Strategy
16 Councillor/CEO Only Discussion

**Conflict of Interest Disclosures:**

**Councillor Disclosures:** Nil

**Officer Disclosures:** Nil

Time left: Time returned:

Completed by: Patrick O'Gorman
Date: 20/09/2021

***Brief Explanation – Governance Rules Chapter 6:***

If there is a meeting of Councillors that:

1.1 is scheduled or planned for the purpose of discussing the business of *Council* or briefing Councillors;

1.2 is attended by at least one member of Council staff; and

1.3 is not a *Council meeting*, *Delegated Committee* meeting or *Community Asset Committee* meeting

the *Chief Executive Officer* must ensure that a summary of the matters discussed at the meeting are:

(a) tabled at the next convenient *Council meeting*; and

(b) recorded in the minutes of that *Council meeting*.

Some examples of an Informal Meeting of *Councillors* will include:

- Councillor briefing session;
- Meeting / briefing of one or more Ward Councillors;
- Advisory committee where one or more Councillor/s is present;
- Budget discussion;
- Workshop re key Council priorities;
- Site inspection;
- Preliminary planning conference

*If you require further clarification, please contact the Governance team.*

2 of 2

# 12. Notices of Motion

# Council Meeting

**27 September 2021**

**Agenda Item No: 12.1**

# NOTICE OF MOTION NO. 16/2021 - CRS COCHRANE & HILL - PROPOSED WARRIGAL ROAD, MENTONE AND PARKERS ROAD, PARKDALE LEVEL CROSSING REMOVAL

**Preamble:**

Almost immediately following the announcement by the Victorian State Government on the 29th July, 2021 that it intended to progress Level Crossing Removals at Warrigal Road, Mentone and Parkers Road, Parkdale a significant amount of community feedback has been provided directly to Council regarding the proposed rail over road solution.

*Council Survey*

As a consequence, Council proactively determined it necessary to seek feedback from the local community to better understand the views held. A survey platform was established on the Your Kingston Your Say platform which provided interested members of the community an opportunity to provide feedback on the State Governments proposal.

The survey which ran for a month until the 7th September, 2021 resulted in one of the highest levels of community participation leading to 1,150 surveys being completed and 833 new people registering to use the Your Kingston Your Say platform. The results of the survey are summarised as follows:

- 94.4% (1086) of all participants were local residents
- 82.7% (951) of all participants visit one or the other crossing daily
- 74.3% (854) visit one or the other crossing by car and 261 (22.7%) walking
- 84.8% (975) support the crossing removal at Warrigal Road, Mentone
- 62.7% (721) support the crossing removal at Parkers Road, Parkdale
- 76.2% (876) support a rail under road solution whilst only 11.2% (129) support a rail over road solution
- Of the 1,150 response nearly 900 of the respondents were from Parkdale whilst the next highest was 110 from Mentone
- The participants were asked to rank a range of factors from highest to lowest on importance. The ranking from most important to least important is outlined below:

    1. Construction method (rail over / under road)
    2. Finished look, feel and design of the rail line and new station works
    3. Retention of trees and the provision of more tree planting
    4. Retention of heritage station building at Parkdale
    5. New pedestrian and bicycle paths
    6. Carparking for the shopping area and station

7. Creation of more useable open space facilities (eg. half-court basketball / play equipment / outdoor seating areas)

*LXRP Briefing- 13th September, 2021*

Following the completion of the survey, Council was keen to obtain a briefing from the Level Crossing Removal Project (LXRP) to both reinforce the significant feedback received from the community through the Council survey and to try to better understand the rationale for its preferred rail over road design solution. A briefing was conducted on the 13th September, 2021 by representatives of the LXRP and following the survey and nature of the feedback received Council requested responses to a number of questions. The questions are listed below:

1. Why has the LXRP not presented 'options' for the grade separation at the Parkers Road and Warrigal Road rail crossings noting (refer article below) this was the process followed at Mentone and Cheltenham previously?

https://www.heraldsun.com.au/leader/inner-south/no-sky-rail-at-cheltenham-and-mentone-stations-with-line-to-go-underground/news-story/162f363d8227e818f8f335c26db46833

2. What is the basis that LXRP believe that an elevated rail option is superior to a rail under road option given the immediate proximity to the crossing removal at Balcombe Road?

3. In the interests of community transparency:

    a. Are the LXRP going to release the technical analysis they have already undertaken and include indicative designs for an elevated rail and trench solution?
    b. Are the LXRP going to undertake a community consultation process which includes the information relating to question 3. a. above to allow community members to provide feedback on options?

4. When will the LXRP release indicative designs for the proposed crossing removals noting Councils intent for broader engagement and information sharing in Question 3.?

5. Council has received feedback from the community regarding an option that involves a capped trench that could then provide for potential townhouses integrated with parkland. Has this option been considered?

6. At what stage will the community be engaged on whether or not the existing roundabouts will be retained at Parkers and Warrigal Road intersections as Council is concerned that in other locations the installation of lights has impacted on traffic flow?

7. It is apparent that residents on the eastern side of the rail corridor are opposed to the elevated rail, are LXRP going to undertake an analysis of the views reflected by these residents?

8. The importance of undertaking precinct based planning considerations has been illustrated at completed LXRP sites. What precinct based considerations around issues such as design and shadowing have been given to the distinctive heritage considerations on Como Parade due to the existence of a Heritage Overlay through the retail precinct?

9. What role can Council play in the design and aesthetic of the new Parkdale Station to ensure heritage outcomes are maintained?

10. Can the LXRP confirm that it's project will not put pressure on Council to increase 'height limits' in a sensitive residential precinct?

11. Has consideration been given to the apartment complex at 190-208 Como Parade East, Parkdale given its proximity to the rail corridor and whether it would need to be acquired or required measures around resident amenity?

The briefing did not provide sufficient responses to a number of the above questions.

We move that Council immediately write to the Minister for Transport Infrastructure, the Chief Executive Officer of the LXRP and the Local member for Mordialloc to:

1. Express Council's significant concern over the lack of genuine community consultation thus far for the proposed level crossing removals at Parkers Road and Warrigal Road. Noting, for this reason, Council condemns the lack of consultation and the decision-making process which led to the elevated rail solution proposed by the LXRP.
2. Request that the government and the LXRP detail their plans for meaningful consultation for the proposed level crossing removals at Mentone and Parkdale and indicate on the International Association of Public Participation (IAP2) spectrum, the type of consultation which will be undertaken with local residents, traders and schools at each stage.
3. Ask for an explanation why the proposed level crossing removals at Parkers Road and Warrigal Road have been handled so differently to level crossing removals at Balcombe Road, Charman Road and Park Road, where extensive community consultation and engineering and technical analysis was undertaken prior to announcing the chosen solution for the removal of those crossings.
4. Ask what information the government has to support the claim on the level crossings website that "Initial engineering and technical assessments have determined a rail bridge over the road to be the best solution at Warrigal Road and Parkers Road", given the close proximity of the Warrigal Road crossing to Balcombe Road where rail under road was deemed to be the best solution.
5. Highlight the need for the rail under road solution to be thoroughly investigated and the detailed report including indicative designs to be made public.
6. Request detailed written responses to the questions contained in the preamble to Item 14.1 in the agenda.
7. Request a formal briefing of Council from the Chief Executive Officer of the LXRP once responses to the above questions have been collated.
8. Invite the Minister for Transport Infrastructure to Parkdale for a meeting with the Mayor and Councillors at the proposed site of the crossing removal.

Cr Tim Cochrane Cr Chris Hill

# Council Meeting

**27 September 2021**

**Agenda Item No: 12.2**

# NOTICE OF MOTION NO. 17/2021 - CR SAAB - PLANNING REFORMS

All residents of Kingston deserve to the right to have a say about what occurs in our neighbourhoods and to contribute to the process of decision making around their homes.

Kingston Council is committed to ensuring that local decision making is protected and prioritised.

We are deeply concerned about the Victorian government's proposed planning reform that strips away Council's rights to oversee and guide development across our municipality.

Specifically, the Suburban Rail Loop Bill 2021 and Transport Legislation Amendment (Transport Plan) Bill 2021 introduced into the Victorian Parliament will see, due to the inclusion of Amendments to the Planning and Environment Act 1987, the Suburban Rail Loop Authority (SRLA) become the planning authority for any land to which a Suburban Rail Loop planning area declaration applies.

Therefore, to protect the rights of our residents and Council's capacity to deliver locally driven planning decisions, we move that Council take this opportunity to advocate for local leadership via Council and undertake the following:

- urgently call upon on the Minister for Planning to include full consultation with local governments and community before any planning reform decisions are made
- urgently call on the Minister for Planning to include full consultation with local governments on the Suburban Rail Loop Bill 2021 to:
    - detail the impacts on Local Governments role as the Planning Authority and Responsible Authority
    - detail what the potential impacts are on the existing Planning Policy Framework and proposed Local and Regional planning policy currently under development
    - provide an opportunity for Local Government to make submissions to the Bill before any decisions are made
    - collaborate with Local Governments to navigate the intricacies of specific local planning issues in line with the respective strategic council plans
- urgently write to the Minister for Planning, Minister for Infrastructure, Transport and Regional Development, the shadow Minister for Planning, the shadow Minster for Transport and all local Members of the Victorian Parliament to advocate Council's position
- request the CEO or delegate coordinate with other local governments in regard to advocacy.

Furthermore, that Council supports and advocates with the consortium of Local Government Mayors in consultation and supported by the Municipal Association of Victoria to:

- strongly voice its concerns that:
    - consultation with community and with local government on any reform proposals must occur before reforms are considered or introduced
    - the community's voice must remain central in planning decisions
    - strong community consultation must be a core part of major planning decisions

- community voice is critical for ensuring a transparent planning system that strengthens local neighbourhoods and economies
- a localised understanding of the community and its concerns is essential in informing planning decisions

Cr Hadi Saab

# 14. Confidential Items

# 14 Confidential Items

This information is confidential information under section 3(1) of the *Local Government Act 2020* and therefore suitable for consideration in closed session. In accordance with the *Local Government Act 2020*, Council may resolve to consider these items in open or closed session.

**14.1 CEO Employment Matters - Quarterly Review**
Agenda item *14.1 CEO Employment Matters - Quarterly Review* is designated confidential because it is:

- because it is personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs (section 3(1)(f)), and
- The explanation as to why the specified ground/s applies is the report contains personal information.

**Confidential Appendices**

**8.3 Amendment C197KING to the Kingston Planning Scheme - Anomalies Amendment**
*Appendix 2, Submissions Recieved* is designated confidential as it relates to (s3(1)(c,f))

**9.4 CON-21/-044 Establishment of Specialist Sports Lighting Contractor Panel**
*Appendix 1, Confidential Tender Evaluation Matrix* is designated confidential as it relates to (s3(1)(a))

**9.5 CON-21/053 - Aspendale Life Saving Club - Award of Contract**
*Appendix 1, Confidential Appendix 1 Tender Evaluation Matrix* is designated confidential as it relates to (s3(1)(a))

**9.5 CON-21/053 - Aspendale Life Saving Club - Award of Contract**
*Appendix 2, Confidential Appendix 2- Financial Breakdown* is designated confidential as it relates to (s3(1)(a))

**10.1 Response to Resolution - The Need to Locate Vegetation Offsets Locally; 3:1 Tree Update and Over 8 Metre Tree Reporting**
*Appendix 2, Maddocks Lawyers - advice Local Law proposed amendments - 16 June 2020* is designated confidential as it relates to (s3(1)(e))

**10.1 Response to Resolution - The Need to Locate Vegetation Offsets Locally; 3:1 Tree Update and Over 8 Metre Tree Reporting**
*Appendix 3, HWL Ebsworth Lawyers Advice* is designated confidential as it relates to (s3(1)(e))

**10.5 CON 21/034 - Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal**
*Appendix 1, CON 21 034 - Harbour Town, Hendon and Sherbrook Reserve Playspace Renewal Tender Evaluation Report Memo* is designated confidential as it relates to (s3(1)(g(i)))

**11.5 Naming Proposal of Pavilion at Rowan Road Reserve, Dingley Village**
*Appendix 4, Lynne Fleming Pavilion - Signatures* is designated confidential as it relates to (s3(1)(f))

**RECOMMENDATION**

That in accordance with section 66(1) and 66(2)(a) of the *Local Government Act 2020*, the meeting be closed to members of the public for the consideration of the following confidential items:

**14.1 CEO Employment Matters - Quarterly Review**
*This agenda item is confidential information for the purposes of section 3(1) of the Local Government Act 2020:*

- because it is personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs (section 3(1)(f)), and
- The explanation as to why the specified ground/s applies is the report contains personal information.

**Confidential Appendices**

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**Appendix 2, Submissions Recieved**
*This appendix is confidential in accordance with the Local Government Act 2020, s3(1) as it relates to (s3(1)(c,f).*

**9.4 CON-21/-044 Establishment of Specialist Sports Lighting Contractor Panel**
**Appendix 1, Confidential Tender Evaluation Matrix**
*This appendix is confidential in accordance with the Local Government Act 2020, s3(1) as it relates to (s3(1)(a).*

**9.5 CON-21/053 - Aspendale Life Saving Club - Award of Contract**
**Appendix 1, Confidential Appendix 1 Tender Evaluation Matrix**
*This appendix is confidential in accordance with the Local Government Act 2020, s3(1) as it relates to (s3(1)(a).*

**9.5 CON-21/053 - Aspendale Life Saving Club - Award of Contract**
**Appendix 2, Confidential Appendix 2- Financial Breakdown**
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**Appendix 4, Lynne Fleming Pavilion - Signatures**
*This appendix is confidential in accordance with the Local Government Act 2020, s3(1) as it relates to (s3(1)(f).*