



Council Meeting Agenda

Monday 20 September 2021 at 7 PM

**{meeting-room}, Virtual Meeting
via Zoom**

Information for the Community

Welcome

Welcome to a City of Stonnington Council meeting.

The Council has adopted Governance Rules in accordance with the Local Government Act 2020 which determine the way in which the Council will make decisions.

About this meeting

The agenda lists all the items to be considered by the Council. Each report is written by a Council Officer and outlines the purpose of the report, relevant information and a recommendation for the Council. The Council will consider the report and either accept, reject or make amendments to the recommendation. Council decisions are adopted if they receive a majority vote from the Councillors present at the meeting.

Arrangements to ensure meetings are accessible to the public

Council meetings are generally held at the Malvern Banquet Hall, corner High Street and Glenferrie Road (entry via Glenferrie Road via the door closest to the Malvern Police Station). The Malvern Banquet Hall is accessible to all. Accessible toilets are also available. If you require translation, interpreting services or a hearing loop, please contact the Council's Civic Support Officer on 03 8290 1331 to make appropriate arrangements before the meeting.

To ensure that people in the Hall can follow proceedings, the meeting agenda, recommendations and proposed alternate recommendations are displayed on screen.

Live webcasting

Council meetings are broadcast live via Council's website, allowing those interested to view proceedings without needing to attend the meeting. This gives people who are unable to attend, the ability to view Council decisions and debate. A recording of the meeting is available on the Council website after the meeting (usually within 48 hours). Live captioning is occurring during the meeting. Only Councillors and Council Officers are visible. People in the public gallery will not be filmed, but if you speak, you will be recorded.

Governance Matters

This Council Meeting is conducted in accordance with the Local Government Act 2020 and the City of Stonnington Governance Rules 2020.

Recording of Council Meetings

In accordance with the Governance Rules 2020 clause 67 meetings of the Council will be audio recorded and made available for public access, with the exception of matters identified as confidential items in the agenda.

Disclosure of Conflict of Interest

In accordance with the Local Government Act 2020, a Councillor must declare any Conflict of Interest pursuant to Section 130 of the Act in any items on the Agenda.

At the time indicated in the agenda, a Councillor with a conflict of interest in any item on the agenda must indicate they have a conflict of interest by clearly stating"

- The item for which they have a conflict of interest;
- Whether their conflict of interest is general or material; and
- The circumstances that give rise to the conflict of interest.

Immediately prior to the consideration of the item in which they have a conflict of interest, a Councillor must indicate to the meeting the existence of the conflict of interest and leave the meeting.

Behavior at meetings

Members of the public present at the meeting must remain silent during the proceedings other than when specifically invited to address the meeting.

The Chair may remove a person from the meeting for interjecting or offensive gesture after being asked to desist, and the Chair may cause the removal of any object or material that is deemed by the Chair to be objectionable or disrespectful.

The Chair may call a break in the meeting for either a short time, or to resume another day if the behavior at the Council table or in the gallery is significantly disrupting the Meeting.

Your cooperation would be appreciated.

Mayor, Deputy Mayor and Councillors, Stonnington City Council

Attendees

Chair	Cr Kate Hely (Mayor)
Councillors	Cr Melina Sehr (Deputy Mayor) Cr Nicki Batagol Cr Marcia Griffin Cr Jami Klisaris Cr Matthew Koce Cr Alexander Lew Cr Polly Morgan Cr Mike Scott
In attendance	Jacqui Weatherill, Chief Executive Officer Annaliese Battista, Director Planning & Place Cath Harrod, Director Community & Wellbeing Rick Kwasek, Director Environment & Infrastructure Greg Curcio, Director Customer & Technology

Welcome and Acknowledgement of Country

The Chair will open the meeting and recite the following Acknowledgement of Country.

We acknowledge we are meeting on the Traditional Lands of the East Kulin Nations and pay our respect to their Elders past, present and emerging.

We extend that respect to all Aboriginal and Torres Strait Islander Peoples.

Affirmation Statement

We are reminded that as Councillors we are bound by our Oath of Office to undertake the duties of Councillor in the best interests of the people of the City of Stonnington and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in us under the Local Government Act and any other relevant Act.

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- 1 Reading of the Reconciliation Statement**
- 2 Reading of Statement of Commitment**
- 3 Apologies**
- 4 Introductions of Councillors & Executive Staff**
- 5 Confirmation of the Minutes of the previous meeting**
- 5.1 Minutes of the Council Meeting held on 6 September 2021**

Officer Recommendation

That the Minutes of the Meeting of the Stonnington City Council held on 6 September 2021 be confirmed as an accurate record of the proceedings.



Minutes of the Council Meeting

Held on Monday 6 September 2021 at 7 PM

Virtual Meeting via Zoom



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Councillors Present:

Cr Kate Hely, Mayor (Chair)
Cr Melina Sehr Deputy Mayor
Cr Jami Klisaris
Cr Alexander Lew
Cr Polly Morgan
Cr Marcia Griffin
Cr Matthew Koce
Cr Mike Scott
Cr Nicki Batagol

Council Officers Present:

Jacqui Weatherill	Chief Executive Officer
Annaliese Battista	Director Planning & Place
Cath Harrod	Director Community & Wellbeing
Rick Kwasek	Director Environment & Infrastructure
Greg Curcio	Director Customer & Technology
Tracey Limpens	Chief of Staff
Jacqui Campbell	Chief People Officer
Tony Mcilroy	Senior Governance Advisor
Alexandra Kastaniotis	Manager Statutory Planning
Julia Gallace	Chief of Finance
Judy Hogan	Civic Support Officer

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The meeting commences at 7:05pm.

1 Reading of the Reconciliation Statement

The Mayor, Cr Hely read the following reconciliation statement:

We acknowledge we are meeting on the Traditional Lands of the Kulin Nations and pay our respects to their Elders past, present and emerging. We extend that respect to all Aboriginal and Torres Strait Islander peoples.

2 Reading of Statement of Commitment

The Mayor, Cr Hely read the following Statement of Commitment:

We are reminded that as Councillors we are bound by our Oath of Office to undertake the duties of Councillor in the best interests of the people of the City of Stonnington and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in us under the Local Government Act and any other relevant Act.

3 Apologies

Cr Batagol gave notice that she may be an apology for the 20 September 2021 meeting.

PROCEDURAL MOTION:

MOVED: Cr Jami Klisaris

SECONDED: Cr Nicki Batagol

That the apology received from Cr Batagol for non-attendance at the Council Meeting of 20 September 2021 be accepted and leave of absence granted.

Carried

4 Introductions of Councillors & Executive Staff

The Chair introduced the Councillors and the Chief Executive Officer introduced the Council Officers present.

5 Confirmation of the Minutes of the previous meeting

5.1 Minutes of the Council Meeting held on 16 August 2021

MOTION:

MOVED: Cr Nicki Batagol

SECONDED: Cr Matthew Koce

That the Minutes of the Meeting of the Stonnington City Council held on 16 August 2021 be confirmed as an accurate record of the proceedings.

Carried

6 Disclosure of Conflicts of Interest

Cr Sehr declared a conflict of interest in item 8.3 Perth Street, Prahran Permanent One Way Flow as she resides in close proximity.

7 Questions From the Community

There were no questions from members of the community.

8 Business

8.1 Planning Application 0272/20 - 1631-1637 Malvern Road, Glen Iris

MOTION:

MOVED: Cr Jami Klisaris

SECONDED: Cr Polly Morgan

That the Council AUTHORISE Officers to issue a Notice of Decision to Grant a Planning Permit No: 272/20 for the land located at 1631-1637 Malvern Road, Glen Iris under the Stonnington Planning Scheme for construction of a multi-dwelling development in a General Residential Zone and alteration of access to a road in a Road Zone Category 1 subject to the following conditions:

1. ***Before the commencement of the development, one (1) electronic copy of plans drawn to scale and fully dimensioned must be submitted to and approved by the Responsible Authority. The plans must be generally in accordance with the amended plans TP100-TP106, TP200-TP202, TP251-TP253, TP300, TP400-407, TP500 and TP600-TP604 Council date stamped 12 July 2021 but modified to show:***
 - a) ***A notation on the plans confirming all windows to habitable spaces are to be double glazed.***
 - b) ***The revised reflectance values as required by Condition 3.d) to be included on the materials schedule.***
 - c) ***The Visual Light Transmittance value for the privacy screens to the private open space areas of Apartments UG5 and UG12 as required by Condition 3.e) to be included on the materials schedule.***
 - d) ***All north facing balconies at Level 2 with potential for overlooking within 9 metres of neighbouring secluded private open space of the properties at No's 4, 6, 8, 10 and 12 King Street must be either screened or it be demonstrated through a section diagram to be in accordance with Standard B22 at Clause 55.04-6. Direct lines of view to the neighbouring secluded private open space must be measured to 1.7 metres above natural ground level.***

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- e) ***A section detail of the proposed aluminum slat screens (MT2) including details of its width, height and angle of the slats as well as the gap between the slats to ensure compliance with Standard B22 at Clause 55.04-6***
- f) ***The Finishes Legend to include an annotation that the obscure glazing (GL2) and screens (MT2) are not openable (fixed) below 1.7 metres above the finished floor level.***
- g) ***The Level 2 north and east facing living room windows and all north and west windows (not protected by a balcony over) to have a combination of fixed external shading and operable external vertical shading devices, which could be in the form of operable louvres, sliding shutters or external blinds. The external shading devices are to be clearly shown and noted on the plans and elevations.***
- h) ***The east elevation to clearly dimension the height of the proposed boundary fencing above natural ground level.***
- i) ***Plans to confirm that the head height available in the lower ground level can cater for the private waste truck proposed for the site.***
- j) ***Plans to confirm the minimum gradient of the lower ground floor to be 1 in 200 (0.5%).***
- k) ***A tree protection deed as required by Condition 12.***
- l) ***Any changes as required by Condition 3 (SMP), Condition 5 (WMP), Condition 11 (TMP) and Condition 24 (Stormwater Detention).***

All to the satisfaction of the Responsible Authority.

- 2. ***The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans must not be modified for any reason, without the prior written consent of the Responsible Authority.***
- 3. ***Concurrent with the endorsement of any plans pursuant to Condition 1 a Sustainable Management Plan (SMP), generally in accordance with the plan prepared by NJM Design dated 5 December 2020, must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority. Amendments to the SMP must be incorporated into plan changes required under Condition 1. The report must be modified as follows:***
 - a) ***Changes to accord with Condition 1.***
 - b) ***Provide further information on the 6 Star WELS rating kitchen and bathroom taps to be provided.***
 - c) ***The average NatHERS star rating to be consistent within the BESS report and within the SMP, while still achieving a pass score for the Energy Category within BESS.***
 - d) ***The reflectance values of the internal walls and ceilings of the living areas of Apartments UG05, UG12, UG13, UG15 and 105 to be increased to 80% for the walls and 90% for the ceilings to improve the daylight access to these spaces.***

- e) ***The proposed privacy screens to the private open space areas of Apartments UG5 and UG12 with opaque glazing with a Visual Light Transmittance > 60%.***

All to the satisfaction of the Responsible Authority.

All works must be undertaken in accordance with the endorsed Sustainability Management Plan to the satisfaction of the Responsible Authority. No alterations to the Sustainable Management Plan may occur without written consent of the Responsible Authority.

4. ***Prior to the commencement of the use of the building approved under this permit, a report from the author of the Sustainability Management Plan, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.***
5. ***Concurrent with the endorsement of any plans pursuant to Condition 1, a Water Sensitive Urban Design (WSUD) report must be submitted to and approved by the Responsible Authority. Upon approval the WSUD report will be endorsed as part of the planning permit and the development must incorporate the Water Sensitive Urban Design initiatives outlined in the WSUD report to the satisfaction of the Responsible Authority. The report must be generally in accordance with the Stormwater Management (WSUD) Report prepared by NJM Design dated 5 December 2020 but modified as follows:***
- a) ***Changes to accord with Condition 1.***
- b) ***Updated to reflect the requirements of Condition 24.***
- c) ***The number of bedrooms within the STORM assessment to be amended to reflect the number of bedrooms within the development.***
6. ***The project must incorporate the Water Sensitive Urban Design initiatives detailed in the endorsed site plan and/or stormwater management report.***
7. ***Concurrent with the endorsement of plans, a Waste Management Plan must be submitted to and approved by the Responsible Authority. The Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by NJM Design dated 21 October 2020, but modified to show:***
- a) ***The floor layout as shown on the plans submitted under Condition 1.***
- When approved, the plan will be endorsed and will then form part of the permit. Waste collection from the development must be in accordance with the endorsed WMP, to the satisfaction of the Responsible Authority.***
8. ***The collection of wastes and recyclables from the premises (other than normal Stonnington City Council collection) must be in accordance with Council's General Local Laws.***
9. ***Concurrent with the endorsement of any plans pursuant to Condition 1 a landscape plan, to be prepared by a landscape architect or suitably qualified or experienced landscape designer, must be submitted to and approved by the Responsible Authority. When approved, the landscape plan will be endorsed and will then form part of the permit. The landscape plan must be drawn to scale with***

dimensions. The landscape plan must be generally in accordance with the plan prepared by John Patrick Landscape Architects Council date stamped 10 December 2020, but modified to show:

- b) Changes to the landscaping to accord with the plans endorsed under condition 1.**
- 10. Before the occupation of the development, the landscaping works as shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority. Landscaping must then be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.**
- 11. Concurrent with the endorsement of development plans a Tree Management Plan prepared by a suitably qualified arborist must be submitted to and approved by the Responsible Authority. When approved, the Tree Management Plan will form part of this permit and all works must be done in accordance with the Tree Management Plan.**

The Tree Management Plan must detail measures to protect and ensure the viability of the Himalayan Cedar tree located within the within the front setback of the site (south-east corner).

Without limiting the generality of the Tree Management Plan it must have at least three sections as follows:

- a) Pre-construction – details to include a tree protection zone, height barrier around the tree protection zone, amount and type of mulch to be placed above the tree protection zone and method of cutting any roots or branches which extend beyond the tree protection zone.**
- b) During-construction – details to include watering regime during construction and method of protection of exposed roots.**
- c) Post-construction – details to include watering regime and time of final inspection when barrier can be removed and protection works and regime can cease.**

Pre-construction works and any root cutting must be inspected and approved by the Parks Unit. Removal of protection works and cessation of the Tree Management Plan must be authorised by the Parks Unit.

- 12. Prior to the endorsement of plans and prior to any development commencing on the site (including demolition and excavation whether or not a planning permit is required), the owner/developer must enter into a Deed with the Responsible Authority and provide it with a bank guarantee of \$36,892.80 + GST as security against a failure to protect the health of the Himalayan Cedar tree to be retained on site. The applicant must meet all costs associated with drafting and execution of the Deed, including those incurred by the responsible authority. Once a period of 12 months has lapsed following the completion of all works at the site the Responsible Authority may discharge the bank guarantee upon the written request of the obligor. At that time, the Responsible Authority will inspect the tree(s) and, provided they have not been detrimentally affected, the bank guarantee will be discharged.**
- 13. Concurrent with the endorsement of plans or prior to the commencement of any works at the site (including demolition and excavation whether or not a**

- planning permit is required), whichever occurs sooner, a letter of engagement must be provided to the Responsible Authority from the project arborist selected to oversee all relevant tree protection works. The project arborist must be an appropriately experienced and qualified professional (minimum Cert IV or equivalent in experience).*
- 14. *The project arborist must maintain a log book detailing all site visits. The log book must be made available to the Responsible Authority within 24 hours of any request.***
 - 15. *Prior to the commencement of any works at the site (including demolition and excavation whether or not a planning permit is required), the project arborist must advise the Responsible Authority in writing that the Tree Protection Fences have been installed to their satisfaction.***
 - 16. *No works or storage of materials associated with the development are to occur within the Council Reserve, Peace Park.***
 - 17. *The permit holder / developer must advise Council in writing that a Certificate of Occupancy has been issued in respect to the development and that the 12 month establishment period has commenced.***
 - 18. *Written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying that the development does not exceed 11.5 metres in height above natural ground level. This must be provided at frame stage inspection and at final inspection.***
 - 19. *Prior to a building permit being issued, a report for the legal point of discharge must be obtained from Council and a drainage design for the development must be prepared by a suitably qualified Engineer in accordance with all 'recommendations' and requirements contained in that report.***
 - 20. *All drainage through to the legal point of discharge, must be by means of a gravity based system and not pumped, with the exception of runoff from any basement ramp and agricultural drains which may be pumped. The relevant building surveyor must check and approve the drainage design and ensure that protection of the building is provided from a 1 in 100 A.R.I. rainfall event as required by the Building Regulations.***
 - 21. *Prior to an 'Occupancy Permit' being issued, a suitably qualified Engineer must carry out a detailed inspection of the completed stormwater drainage system and associated works including all water storage tanks and detention (if applicable) to ensure that all works have been constructed in accordance with the approved design and the relevant planning permit conditions. Certification of the completed drainage from the Engineer must be provided to Council prior to a 'Statement of Compliance' being issued for the subdivision.***
 - 22. *The existing right-of-way levels must not be lowered or altered in any way.***
 - 23. *Prior to occupation of the building or commencement of use, any existing vehicular crossing made redundant by the building and works hereby permitted must be broken out and re-instated as standard footpath and kerb and channel at the permit holders cost to the approval and satisfaction of the Responsible Authority.***
 - 24. *The applicant must at their cost provide a stormwater detention system to restrict runoff from the development to no greater than the existing runoff based***

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on a 1 in 10 A.R.I. to the satisfaction of Council's Infrastructure Unit. Alternatively, in lieu of the stand-alone detention system, the owner may provide stormwater tanks that are in total 5,000 litres greater than those tanks required to satisfy WSUD requirements for the development. Those tanks must be connected to all toilets.

25. *Prior to the occupation of the building, fixed privacy screens (not adhesive film) designed to limit overlooking as required by Standard B22 of Clause 55.04-6 in accordance with the endorsed plans must be installed to the satisfaction of the Responsible Authority and maintained to the satisfaction of the Responsible Authority thereafter for the life of the building.*
26. *Prior to the occupation of the building, the walls on the boundary of the adjoining properties must be cleaned and finished to the satisfaction of the Responsible Authority.*
27. *Any poles, service pits or other structures/features on the footpath required to be relocated to facilitate the development must be done so at the cost of the applicant and subject to the relevant authority's consent.*
28. *All utility services to the subject land and buildings approved as part of this permit must be provided underground to the satisfaction of the Responsible Authority by completion of the development.*
29. *All plant and equipment (including air-conditioning units) shall be located or screened so as to minimise visibility from any of the surrounding footpaths and from overhead views and shall be baffled so as to minimise the emission of unreasonable noise to the environment in accordance with Section 48A of the Environment Protection Act 1970 to the satisfaction of the Responsible Authority. Ventilation systems must be designed and installed in accordance with the relevant Australian Standards.*

Department of Transport Condition

30. *Prior to the occupation of the development, the disused/redundant vehicle crossing on Malvern Road must be removed, and the area reinstated to kerb and channel, to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.*

End Department of Transport Condition

31. *This permit will expire if one of the following circumstances applies:*
 - a) *The development is not started within two years of the date of this permit.*
 - b) *The development is not completed within four years of the date of this permit.*

In accordance with Section 69 of the Planning and Environment Act 1987, a request may be submitted to the Responsible Authority within the prescribed timeframes for an extension of the periods referred to in this condition.

NOTES:Department of Transport Note

- A. *No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act*

2004, the Road Safety Act 2017, and any other relevant acts or regulations created under those Acts.

End Department of Transport Note

- B. This permit does not constitute any authority to carry out any building works or occupy the building or part of the building unless all relevant building permits are obtained.**
- C. Council has adopted a zero-tolerance approach in respect to the failure to implement the vegetation related requirements of Planning Permits and endorsed documentation. Any failure to fully adhere to these requirements will be cause for prosecution. This is the first and only warning which will be issued.**
- D. Nothing in the permit hereby issued may be construed to allow the removal of, damage to or pruning of any street tree without the further written consent of the Stonnington City Council. Contact the Council Arborists on 8290 1333 for further information.**
- E. The crossover must be constructed to Council's Standard Vehicle Crossover Guidelines unless otherwise approved by the Responsible Authority. Separate consent for crossovers is required from Council's Building and Local Law Unit.**
- F. The owners and occupiers of the dwelling/s hereby approved are not eligible to receive "Resident Parking Permits".**
- G. At the permit issue date, Section 69 of the Planning and Environment Act 1987 stated that the Responsible Authority may extend the periods referred to if a request is made in writing within the following timeframes:**
 - i. Before or within 6 months after the permit expiry date, where the development allowed by the permit has not yet started; and**
 - ii. Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.**

A division was called.

Voting For: Cr Jami Klisaris, Cr Kate Hely, Cr Matthew Koce, Cr Melina Sehr, Cr Mike Scott and Cr Polly Morgan

Voting Against: Cr Alexander Lew, Cr Marcia Griffin and Cr Nicki Batagol

Carried

8.2 Planning Application 0517/20 - 4 Pine Grove, Malvern

MOTION:

MOVED: Cr Nicki Batagol

SECONDED: Cr Melina Sehr

That the Council AUTHORISE Officers to issue a Notice of Decision to Grant a Planning Permit No: 517/20 for the land located at 4 Pine Grove, Malvern VIC 3144 under the Stonnington Planning Scheme for extension to a dwelling on a lot under 300sqm in a Neighbourhood Residential Zone subject to the following conditions:

1. ***Before the commencement of the development, one (1) copy of plans drawn to scale and fully dimensioned, must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and form part of this permit. The plans must be generally in accordance with the plans prepared by Nettle Architects and Council date stamped 28 June 2021 but modified to show:***
 - a) ***Screening provision to the south-facing study window, to limit unreasonable overlooking to the adjoining properties at 2 Pine Grove and 6 Pine Grove in accordance with Standard A15 at Clause 54.04-6 of the Stonnington Planning Scheme. Alternatively, an overlooking diagram including cross-section can be provided to demonstrate full compliance with Standard A15 at Clause 54.04-6 of the Stonnington Planning Scheme.***
 - b) ***The screening provision to the west-facing master bedroom window to have no more than 25 per cent transparency to any part of the window below 1.7 metres above finished floor level, to limit unreasonable overlooking into the adjoining property at 2 Pine Gove in accordance with Standard A15 at Clause 54.04-6 of the Stonnington Planning Scheme.***
 - c) ***An updated Water Sensitive Urban Design Response in accordance with Condition 3.***
2. ***The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans must not be modified for any reason, without the prior written consent of the Responsible Authority.***
3. ***Concurrent with endorsement of plans, the applicant must provide a Water Sensitive Urban Design Response addressing the Application Requirements of the Water Sensitive Urban Design Policy to the satisfaction of the Responsible Authority. All proposed treatments included within the Water Sensitive Urban Design Response must also be indicated on the plans.***
4. ***The project must incorporate the Water Sensitive Urban Design initiatives detailed in the endorsed site plan and/or stormwater management report.***
5. ***Prior to the occupation of the building, the walls on the boundary of the adjoining properties must be cleaned and finished to the satisfaction of the Responsible Authority.***
6. ***Prior to the occupation of the building, fixed privacy screens (not adhesive film) designed to limit overlooking as required by Standard A15 of Clause 54.04-6 in accordance with the endorsed plans must be installed to the satisfaction of the***

Responsible Authority and maintained to the satisfaction of the Responsible Authority thereafter for the life of the building.

- 7. This permit will expire if one of the following circumstances applies:**
- a) The development is not started within two years of the date of this permit.**
 - b) The development is not completed within four years of the date of this permit.**

NOTES

- A. This permit does not constitute any authority to carry out any building works or occupy the building or part of the building unless all relevant building permits are obtained.**
- B. Nothing in the permit hereby issued may be construed to allow the removal of, damage to or pruning of any street tree without the further written consent of the Stonnington City Council. Contact the Council Arborists on 8290 1333 for further information.**
- C. Nothing in this permit hereby issued shall be construed to allow the removal of, damage to or pruning of a significant tree (including the roots) without the further written approval of Council.**

“Significant Tree” means a tree or palm:

- a) with a trunk circumference of 140 cm or greater measured at 1.4 m above its base;**
- b) with a total circumference of all its trunks of 140 cm or greater measured at 1.4 m above its base;**
- c) with a trunk circumference of 180 cm or greater measured at its base; or**
- d) with a total circumference of all its trunks of 180 cm or greater measured at its base.**

Please contact the Council Arborists on 8290 1333 to ascertain if permission is required for tree removal or pruning or for further information and protection of trees during construction works.

- D. At the permit issue date, Section 69 of the Planning and Environment Act 1987 stated that the Responsible Authority may extend the periods referred to if a request is made in writing within the following timeframes:**
 - i. Before or within 6 months after the permit expiry date, where the development allowed by the permit has not yet started; and**
 - ii. Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.**

Carried

8.3 Perth Street, Prahran - Permanent Implementation of One-Way Flow Consultation

Cr Sehr declared a conflict of interest in item 8.3 Perth Street, Prahran Permanent One Way Flow as she resides in close proximity.

(7:58pm) Cr Sehr left the meeting.

MOTION:

MOVED: Cr Nicki Batagol

SECONDED: Cr Mike Scott

That the Council:

- 1. APPROVE the permanent implementation of one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street.***
- 2. APPROVE the permanent implementation of one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street.***
- 3. APPROVE the undertaking of civil works at the Commercial Road, High Street and Greville Street intersections and notify affected properties.***
- 4. Review traffic speeds and volumes in all local streets previously surveyed following the completion of the works in Recommendation 3.***
- 5. AUTHORISE Officers to notify those who made a submission as part of the consultation process of this decision***

MOTION:

MOVED: Cr Matthew Koce

SECONDED: Cr Marcia Griffin

That the consideration of Perth Street Prahran - Permanent Implementation of One - Way Flow Consultation be deferred for one meeting cycle.

Carried

(7:46pm) Cr Sehr returned to the meeting.

8.4 Climate Emergency Advisory Committee

MOTION:

MOVED: Cr Mike Scott

SECONDED: Cr Polly Morgan

That the Council:

- 1. APPROVE the establishment of a Climate Emergency Advisory Committee with the attached Terms of Reference;***
- 2. NOTE that a subsequent report will come to the Council seeking endorsement of Climate Emergency Advisory Committee members for its first term;***
- 3. NOTE that the Draft Climate Emergency Action Plan will be brought back to the Council for consideration in September 2021.***

A division was called.

Voting For: Cr Jami Klisaris, Cr Kate Hely, Cr Matthew Koce, Cr Melina Sehr, Cr Mike Scott, Cr Nicki Batagol and Cr Polly Morgan

Voting Against: Cr Alexander Lew and Cr Marcia Griffin

Carried

8.5 Festivals and Events Calendar 2021/22 - Christmas Events

MOTION:

MOVED: Cr Melina Sehr

SECONDED: Cr Jami Klisaris

That the Council:

- 1. APPROVE the delivery of Options 1 and 2 (Christmas Immersive Light and Sound Display Installation in Prahran Square, as part of a 12 Days of Christmas Activation Campaign); and***

- 2. APPROVE the additional funding of \$94,000.**

Carried

8.6 Health and Wellbeing Plan 2021 - 2025

MOTION:

MOVED: Cr Melina Sehr

SECONDED: Cr Mike Scott

That the Council ENDORSE the draft Health and Wellbeing Plan for the purposes of community consultation to be undertaken from 7 - 28 September 2021.

Carried

8.7 Road Management Plan Review 2021

MOTION:

MOVED: Cr Matthew Koce

SECONDED: Cr Melina Sehr

That the Council:

- 1. NOTE the results of the statutory review process for the Road Management Plan;***
- 2. APPROVE the proposed Road Management Plan 2021 ; and***
- 3. APPROVE the public display of the proposed Road Management Plan 2021 on the Council's website and through its communications channels.***

Carried

8.8 Citipower Recoverable Work Contract- Claremont Street, South Yarra

MOTION:

MOVED: Cr Melina Sehr

SECONDED: Cr Marcia Griffin

That the Council:

- 1. ACCEPT Recoverable Works Contract (RWC) - Electrical Asset Relocation, Claremont Street, South Yarra (Stage 2 Civil Works) from CitiPower Pty Ltd (ABN 76 064 651 056) at a cost of \$1,175,694.00 (\$1,293,263 inclusive of GST).**
- 2. NOTE that the customer contribution of \$1,175,694.00 has been determined in accordance with the Australian Energy Regulator (AER) guidelines.**
- 3. AUTHORISE the Chief Executive Officer to execute the contract agreements with the above distributor.**
- 4. NOTE that expenditure under this contract is in accordance with Council's Budget for Financial Year 2021/22.**

Carried

8.9 Contract T21071 - Orrong Park Multi-use Courts, Flood-lighting, Drainage and Fencing

MOTION:

MOVED: Cr Jami Klisaris

SECONDED: Cr Nicki Batagol

That the Council:

- 1. AWARD Contract No. T21071 – Orrong Park Multi-use Courts, Floodlighting, Drainage and Fencing, to Fieldform (Eltham Excavation Pty Ltd), [ABN 27 006 981 282] for \$1,059,710.10 inc. GST (\$963,372.84 ex GST).**
- 2. AUTHORISE the Chief Executive Officer to execute the contract agreements with the above contractor.**
- 3. NOTE that expenditure under the contract is in accordance with the Council's Budget for Financial Year (2021/22) and provisions will be made accordingly for the associated future budget periods for this contract.**
- 4. NOTE that an independent financial viability assessment is conducted for each preferred supplier via Corporate Scorecard. The Corporate Scorecard for Fieldform is pending at the time of the report. Contract execution will be dependent on a successful viability rating via Corporate Scorecard.**

Carried

8.10 Instrument of Delegation from the Council to the Chief Executive Officer (S 5)

MOTION:

MOVED: Cr Alexander Lew

SECONDED: Cr Nicki Batagol

That the Council defer consideration of Instrument of Delegation from the Council to the Chief Executive Officer for one Council meeting cycle.

Carried

8.11 Instrument of Delegation from the Council to Organisation Roles (S 6)

MOTION:

MOVED: Cr Nicki Batagol

SECONDED: Cr Alexander Lew

That the Council ADOPT and SEAL the S6: Instrument of Delegation from the Council to various positions in the organization structure.

Carried

8.12 Instrument of Sub-Delegation from the Council to Organisation Roles (s 18)

MOTION:

MOVED: Cr Nicki Batagol

SECONDED: Cr Melina Sehr

That the Council

1. APPROVE the power conferred by section 437(2) of the Environment Protection Act 2017 and the Instrument of Delegation of the Environment Protection Act 2017 under the Act dated 4 June 2021:

- a. 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 Sub-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;**
- b. the instrument comes into force immediately the Common Seal of the Council is affixed to the instrument;**
- c. the duties and functions set out in the instrument must be performed, and the powers set out in the instrument must be executed, in accordance with any guidelines or policies of the Council that it may from time to time adopt.**

Carried

9 Correspondence

Cr Griffin tabled the following themes of correspondence:

- email from a resident regarding the Council rate increase.

10 Tabling of Petitions and Joint Letters

Cr Morgan tabled a petition from 21 residents requesting the Council:

- endorse the International Campaign against Nuclear Weapons (ICAN) Cities Appeal urging the Australian Government to sign and ratify the United Nations Treaty on the Prohibition of Nuclear Weapons.
- Communicate its endorsement to the Prime Minister, Foreign and Defense Ministers, the Leader of the Opposition, shadow foreign and defence ministers and leaders of all political parties represented in the Australian Parliament.
- Take steps to ensure that the Council funds are not invested in companies that produce nuclear weapons.

MOTION:

MOVED: Cr Polly Morgan

SECONDED: Cr Melina Sehr

That the petition be received and noted for report.

Carried

11 Notices of Motion**Notice of Motion No 3/2021**

MOTION:

MOVED: Cr Polly Morgan

SECONDED: Cr Mike Scott

That the Council

1. Note that the current lockdown, which has been in place for more than 4 weeks, is based on expert health advice, and is in place to protect our community due to the critical public health risk posed by the Delta variant of COVID19.

2. Note that lockdowns play an important role in containing COVID19 through reduction of transmission, and has been the main mechanism available to manage the spread of COVID19 while vaccine supplies have been constrained in Victoria.

3. Note the serious consequences of easing current lockdown restrictions too soon on the health system and the impact of the pandemic on health workers, such as nurses and doctors, as found in several scientific studies, including the "Psychological well-being of Australian hospital clinical staff during the COVID-19 pandemic", published by the CSIRO and in the Australian Health Review, 2021, Issue 45.

4. Note that:

- 35% of Stonnington residents are aged 18-34 years, and our median age is 35 years.***
- 44.2% of Stonnington residents rent.***
- Stonnington is home to 18,512 businesses creating 70,456 local jobs, and the retail trade (20.4% per cent) and health care and social assistance (17.0%) industries are Stonnington's largest employers.***

Our community has been disproportionately impacted by lockdowns, with the Taylor Fry COVID-19 Financial Impact Index listing suburbs within Stonnington as having experienced a high to extreme economic impact from the pandemic during 2020, and significant sections of our community are continuing to experience severe economic impact from the pandemic.

Thus, our community has a high proportion of local business owners and residents, who through no fault of their own, have been unable to operate their businesses, or have been stood down from work without pay, and have been unable to pay rent, mortgages or other bills.

5. Note that support for people during lockdown last year, in the form of a state moratorium on evictions, and income support through JobKeeper and JobSeeker, played an important role in helping people stay home and contain the virus.

6. Note that the National Cabinet has endorsed a National plan to transition Australia's National COVID-19 response, which is a phased roadmap for re-opening Australia, and includes thresholds based on vaccination levels for when different kinds of restrictions can be eased, and effectively acts as a high-level timetable for when different types of businesses and services can re-open.

7. Request the Mayor to urgently write to the Premier (or any relevant Ministers) asking:

a) The State Government to reinstate the moratorium on evictions, rent relief for eligible tenants, and suspension of rental increases, as was in place last year.

b) The State Government, as a temporary measure (as suggested by some Stonnington business and precinct associations), open up businesses, including retail and hospitality businesses as soon as possible, according to the public health advice, with any needed additional safety measures including the following:

- **All people eligible for vaccinations working at the business have been fully vaccinated,**
- **All customers must also be fully vaccinated (or ineligible for vaccinations, or be unvaccinated on medical grounds), and must present a valid vaccination certificate when checking in upon arrival at the business.**
- **Provide additional support for small businesses who can't reopen due to the current public health advice, to help them pivot to other service delivery methods where possible.**

c) The state government release a timetable linked to vaccination thresholds detailing a roadmap towards the lifting of all current COVID-19 restrictions.

8. Request the Mayor to urgently write to the Federal Treasurer asking for the Commonwealth Government to reinstate income support payments to assist workers and job seekers impacted by the most recent lockdowns, to at least the same levels that were in place last year.

MOTION:

MOVED: Cr Alexander Lew

SECONDED: Cr Nicki Batagol

That Cr Morgan be granted an extension of one minute to speak.

Carried

MOTION:

MOVED: Cr Marcia Griffin

SECONDED: Cr Nicki Batagol

That Cr Lew be granted an extension of one minute to speak.

Carried

MOTION:

MOVED: Cr Marcia Griffin

SECONDED: Cr Polly Morgan

That Cr Scott be granted an extension of one minute to speak.

Carried

The Chair indicated that the motion would be put to the vote in parts.

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Part 1-6 of the motion were put to the vote

A division was called.

Voting For: Cr Alexander Lew, Cr Jami Klisaris, Cr Kate Hely, Cr Marcia Griffin, Cr Matthew Koce, Cr Melina Sehr, Cr Mike Scott, Cr Nicki Batagol and Cr Polly Morgan
Voting Against: No votes were recorded

Carried

Parts 7A and 8 of the motion were put to the vote.

A division was called.

Voting For: Cr Jami Klisaris, Cr Kate Hely, Cr Melina Sehr, Cr Mike Scott, Cr Nicki Batagol and Cr Polly Morgan
Voting Against: Cr Alexander Lew, Cr Matthew Koce and Cr Marcia Griffin

Carried

Parts 7B and 7C of the motion were put to the vote.

A division was called.

Voting For: Cr Alexander Lew, Cr Matthew Koce, Cr Marcia Griffin, Cr Jami Klisaris, Cr Kate Hely, Cr Melina Sehr, Cr Mike Scott, Cr Nicki Batagol and Cr Polly Morgan
Voting Against: No votes were recorded

Carried

(9:30pm) The meeting was adjourned for five minutes.

(9:35pm) The meeting resumed.

12 Reports by Councillors

The Chair indicated she had attended the following events and meetings.

1. Stonnington Community Recovery Committee
2. Consultative Meeting – 627 Chapel Street, South Yarra (277/21)
3. Golden Radio Tour – short tour and a light luncheon and discussion

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4. Planning Reforms – Local Government Meeting
5. Virtual North Ward Meeting – Meet your Councillors session
6. Meeting with Katie Allen and CoS CEO
7. Stonnington / DET – Swinburne Prahran
8. Minister Leane, Cr O'Connor, and Cr Stapleton virtual meeting
9. eSafety Commissioner's Office – LG Workplace Safety
10. Planning Reform – Mayors Meeting
11. M9 Mayors and CEO Workshop
12. Meeting with Sam Hibbins MP
13. Department of Justice – Decriminalisation of sex work
14. Audit & Risk Committee
15. Environmental Champions Workshop
16. Economic Place and Development bi-monthly meeting
17. Department of Environment, Land, Water and Planning – Future Planning Framework

13 Reports by Delegates

Cr Morgan indicated she had attended as the Council's delegate a meeting of the Metropolitan Local Government Waste Forum held on 12 August 2021.

14 Questions to Council Officers

Cr Griffin asked the following question of the Director Environment & Infrastructure.

The twice yearly hard waste collection is something of a tradition in Stonnington and I note the community consultation referred to on the September notice collection, delivered last week -How else are residents being informed about this important survey regarding the possible changes in hard waste collection.

The Director Environment & Infrastructure responded to the question.

Cr Lew asked the following question of the Chief Executive Officer.

We as a Council have had many issues surrounding our former citizen of the year. We have now had complaints from three female residents urging this man be stripped of his title for vulgar and outright rude commentary on social media. This man has threatened to nail me to a cross, and supply the nails – albeit he says metaphorically. This man has named residents of my street on social media and there is now a particularly serious incident with the Stonnington Criminal Investigation Unit is investigating. Does Council have any plans to strip this man's name from the honour board at the Malvern Town Hall? What steps has the Council taken to ensure my safety and to keep the Council a safe workplace for me and other Councillors?

The Chief Executive Officer responded that this is currently with Victoria Police and could not comment.

Cr Lew asked the following question of the Chief Executive Officer.

I refer to reporting in the Herald Sun on 30 July 2021 which revealed that the mayor had spent \$25,310 on professional development when the Councillor Allowances policy approved by this Council only allows the mayor to spend \$7,125 per year on professional development. CEO – I understand you have a different position to me on whether the policy

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applies in this case. Nevertheless In her comments to the Herald Sun the mayor undertook to pay back the overspend. It's now been 5 weeks since those comments were published. Has the mayor paid back any of the money at all?

The Chief Executive Officer responded that no reimbursement had been made.

Cr Lew asked the following question of the Chief Executive Officer.

At the last Council meeting correspondence was tabled from the Chapel Street Precinct Association. The correspondence suggested that there was strong ongoing acrimony between Council Officers and the Chapel Street Precinct Association. Can the CEO please brief members of the public on what steps are being taken to mend this relationship? Can you please confirm that political positions taken by the Chapel Street Precinct Association on behalf of their members that may differ from Council, has not in any way contributed to the breakdown in the relationship?

The Chief Executive Officer responded.

MOTION:

MOVED: Cr Melina Sehr

SECONDED: Cr Marcia Griffin

That Cr Lew be granted one additional minute to speak.

Carried

Cr Lew asked the following question of the Chief Executive Officer

At an earlier Council meeting I asked some questions about organisations that received COVID recovery grants, and the pre-existing relationships those organisations had to Councillors on the COVID Recovery Committee? Can the CEO please update members of the public as to whether subsequent to me asking those questions there has been any changes to the membership of the COVID Recovery Committee? Can the CEO please advise members of the public of any action taken in respect of the COVID Recovery Grants process?

The Chief Executive Officer responded.

Cr Lew asked a question of the Director Environment & Infrastructure.

East Ward councillors received several complaints over the weekend about the flooding that took place at Percy Treyvaud Wetlands. Noting that the wetlands are a Melbourne Water asset, what steps have been taken by Council and Melbourne Water to resolve this issue?

The Director Environment & Infrastructure responded.

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15 Urgent Business

Cr Lew indicated he had a matter of urgent business for consideration regarding the proposed State Government Planning Scheme reforms.

The Director Planning & Place indicated that a report would be presented to the Councillor Briefing Session on 13 September 2021.

MOTION:

MOVED: Cr Alexander Lew

SECONDED:

That the Council:

- 1. Notes that the Victorian government has removed Local Council and community rights under VC187 and VC190 to object to or appeal planning decisions and is currently considering further significant planning reform***
- 2. Strongly supports local councils and the community having a central role in the planning system and continues to advocate that***
 - a. consultation with community and with local government on any reform proposals must occur before reforms are considered or introduced.***
 - b. the community's voice must remain central in planning decisions***
 - c. community voice is critical for ensuring a transparent planning system that strengthens local neighbourhoods and economies***
- 3. Calls upon the MAV and the VLGA to make representation on behalf of the Local Government Sector, to defend local democracy in Victoria.***
- 4. Requests a report to Council, within 3 months, with an update and advice on any action Council could take to advocate effectively on this matter.***

The motion lapsed for want of a seconder.

Cr Klisaris indicated she had an urgent item for consideration under confidential business regarding Council processes.

MOTION:

MOVED: Cr Jami Klisaris

SECONDED: Cr Melina Sehr

That the urgent item regarding Council processes be admitted for consideration in confidential business.

Carried

16 General Business

Cr Griffin made the following statement:

I want to raise an issue of deep concern to me and obviously others.

As you are all now aware last year, a formal complaint was made regarding my persistent attempts to have a large abandoned van in my street removed.

In a free society anyone is entitled to make a complaint if they perceive a grievance.

A complaint does not mean there was any wrongdoing; in fact the presumption of innocence can only be overturned by a finding of guilt after a successful prosecution.

In this case the local government inspectorate investigated the complaint made in July 2020 – including emails that were sent by me which formed the basis of the complaint.

The local government inspectorate investigation concluded that I had not breached the Local Government Act. Consequently I was not given a warning nor was I prosecuted. That was the end of the matter, so far as it concerns me personally.

Nevertheless, out of my own free will – without any direction from any agency or any councillor – I intend to say the following:-

I have reread my emails about this and am very concerned that anyone receiving them had felt intimidated

And for that I deeply apologize, as I can only presume this complaint was made in good faith.

I have always spoken out for transparency and the rights of everyone to be treated with professional dignity and have personally found my council experience to be the first, in my long working life where I have felt bullied, sometimes been unsafe and have experienced protracted attempts to intimidate me ,so you can imagine my concern that any council officer might feel intimidated by me!

My main purpose in being on council is to advocate for residents and ratepayers, even when that advocacy is difficult and inconvenient-as it was in this case, as the complainants were my neighbours.

Had I felt I had been able to ask another ward councillor to take this matter over, I would have.

However that is history.

As I firmly believe in the right of all councillors to advocate for their constituents, even when it is difficult to do so, I will not resile from that responsibility, but in order to ensure that my efforts do not impact adversely on council officers I will be copying in all my future correspondence to officers to the Mayor's assistant, as agreed to with the CEO, the Deputy Mayor and Mayor.

I should note that prior to reaching that agreement, I had taken it upon myself to copy in our governance officer to my correspondence to officers.

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Again I apologize to those who felt intimidated and request that the CEO forward this apology to those officers affected.

Cr Sehr requested that the matter be discussed at Councillor Only time at a Councillor Briefing Session.

16 Confidential Business**16.1 Prahran Market Board**

This document is confidential information under Section 66 (2) (a) of the Local Government Act 2020. The matter is deemed to be confidential under Section 3 (1) (l) information that was confidential information for the purposes of section 77 of the Local Government Act 1989

16.2 Chief Executive Officer Annual Performance and Remuneration Review

This document is confidential information under Section 66 (2) (a) of the Local Government Act 2020. The matter is deemed to be confidential under Section 3 (1) (a) Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

MOVED: Cr Melina Sehr

SECONDED: Cr Mike Scott

That the meeting be closed to consider confidential business.

Carried

MOTION:

MOVED: Cr Jami Klisaris

SECONDED: Cr Polly Morgan

That the meeting be re-opened to the public.

Carried

There being no further business the meeting concluded at 10:28pm.

Confirmed on 20 September 2021

.....
CR KATE HELY, MAYOR

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6 Disclosure of Conflicts of Interest

7 Questions From the Community

8 Business

8.1 Planning Application 0992/20 - 39-43 Newry Street, Windsor

Manager Statutory Planning: Alex Kastaniotis

Director Planning & Place: Annaliese Battista

Purpose of Report

For Council to consider a planning application for the construction of four dwellings in a Neighbourhood Residential Zone and Special Building Overlay and a reduction of the car parking requirements at 39-43 Newry Street, Windsor.

Abstract

Proposal

The proposal seeks to construct four double-storey dwellings, comprising of 1 x two bed dwelling, 2 x three bed dwellings and 1 x three bed dwelling plus study. A total of four car parking spaces are provided, three spaces are provided in garages accessed from the rear and one space is provided in a garage accessed from Newry St.

Officer Recommendation Summary

That Council authorise Officers to issue a **Notice of Decision** subject to conditions outlined in the Officer Recommendation. **The proposal is supported** for the following reasons:

- The proposed development is consistent with the objectives of State and Local Planning Policy.
- The development provides an appropriate design response to the preferred neighbourhood character of the area.
- The development will not unreasonably impact upon adjoining residential amenity as demonstrated by meeting of the objectives of ResCode (Clause 55).
- The development will provide for an acceptable level of internal amenity.
- An appropriate number of car parking spaces are provided on site for the scale of the development, proximity to public transport and location within a dense inner urban area.
- The proposal provides an appropriate landscape response that will contribute to the landscape character of the area.

Issues

The following are the key issues in respect of this application:

- Neighbourhood character, building height and massing (refer to Built Form assessment);
- Amenity impacts on the adjoining properties (refer to Amenity Impacts assessment); and

- Onsite car parking provision and impacts of the proposal on the surrounding road network (refer to Car Parking assessment).

Officer's response

The proposal seeks to construct a double storey townhouse development comprising of four dwellings.

The site is located within an “incremental change” area. In this location, Local Planning Policy supports multi-unit development of two to three-storeys on lots capable of accommodating increased density. The proposal is located within walking distance of various forms of public transport, a principal activity centre as well as a neighbourhood activity centres, public open spaces and a range of amenities, making it a convenient and well serviced location for a new housing development in the form proposed.

The proposal appropriately responds to the surrounding context and the preferred character of the area and is supported by Council's Urban Designer.

The proposal meets all of the Objectives of Clause 55 and provides a high level of internal amenity without compromising the amenity of the neighbouring properties.

The proposed car parking reductions is acceptable as the site is well serviced by public transport, is within walking distance to a range of amenities and services, and the onsite car parking provision is an improvement from the previous conditions of the site.

Executive Summary

Applicant:	Michael Dunn of Metropol Planning Solutions
Ward:	South
Zone:	Neighbourhood Residential Zone – Schedule 2
Overlay:	Special Building Overlay – Schedule 1
Neighbourhood Precinct:	Garden Suburban 2
Date Lodged:	19 November 2020
Statutory Days: (as at Council Meeting date)	53
Trigger for Referral to Council:	Number of objections
Number of Objections:	19 objections from 18 properties
Consultative Meeting:	Yes – held on 22 June 2021
Officer Recommendation	Notice of Decision to Grant a Permit

Background

The Proposal

The plans that form part of the basis of Council's consideration were prepared by ev-d and are known as Project WQ2020, Drawing No's: TP010, TP021, TP050, TP100 through TP109, TP120, TP201, TP202, TP203, TP250 and TP300 and are Council date stamped 29 July 2021 and a Landscape Concept Plan prepared by memLa, Council date stamped 19 February 2021.

The application seeks to construct four dwellings, comprising of 1 x two bed dwelling, 2 x three bed dwellings and 1 x three bed dwelling plus study. A total of four car parking spaces are provided, three spaces are provided in garages accessed from the rear and one space is provided in a garage accessed from Newry Street.

Key features of the proposal are:

- Demolition of the rear of the existing dwelling at 39 Newry Street and outbuildings on the land (no permit required). The proposal retains the existing shop front at 39 Newry Street.
- Townhouse 1 is on the northern side of the site abutting 45 Newry Street and comprises of a master bedroom at ground floor with walk in robe and ensuite, in the centre of the dwelling is an internal courtyard and at the rear is an open plan kitchen and meals area leading to a rear garden and a car parking space accessed via the rear lane. On the first floor is a second bedroom with ensuite, a study and living area. The dwelling also comprises of a roof deck.
- Townhouse 2 comprises of an open plan living and kitchen area at ground floor with central courtyard, at the rear is a garden and a car parking space accessed via the rear lane. On the first floor there are three bedrooms and two bathrooms. The dwelling also comprises of a roof deck.
- Townhouse 3 comprises of an open plan living and kitchen area at ground floor with central courtyard, at the rear is a rear garden and a car parking space accessed via the rear lane. At first floor there are three bedrooms and two bathrooms.
- Townhouse 4 is on the southern side of the site and retains the existing shop front on the Newry Street frontage which is to be used as a study. At ground floor the dwelling comprises of two study areas, two powder rooms, a laundry, living area and kitchen and meals area. There is a garden at the rear with a shed/studio on the western boundary. At first floor is three bedrooms all with ensuites and a second living area. The dwelling has a single car garage accessed via the existing crossover on Newry Street.
- The proposal has a maximum building height of 9.06 metres from Natural Ground Level.
- A contemporary built form response is proposed comprising of asymmetrical pitched roofs, high quality articulation and materials that comprise of a mix of brick in various tones and timber detailing.
- A 1.7 metre high front fence is proposed comprising of solid brick elements with timber batten sections to Townhouses 1-3 and Townhouse 4 has a steel automatic gate across the driveway.

Site and Surrounds

The site is located on the western side of Newry Street, Windsor approximately 160 metres to the south of High Street. The site has the following significant characteristics:

- The site is an irregular shaped lot with a frontage of 27.14 metres to Newry Street, the southern boundary abutting the unnamed laneway is 42.67 metres, the western boundary is stepped and the northern most boundary has a length of approximately 31.41 metres.
- The site has an overall area of 938 square metres.
- The northern side of the site (41 and 43 Newry Street) is currently vacant land. The southern side of the site (39 Newry Street) is occupied by a single-storey dwelling with an old shop front built to the street boundary.

- There is currently a roller door on the southern boundary into the rear garden of 39 Newry Street and a small shed in the south-western corner. There is also an existing crossover on Newry Street to 41 Newry Street.
- The site is relatively flat and comprises of minimal landscaping. There are a few small trees at the rear of 39 Newry Street, none of which are considered significant under Councils Local Law.
- There are two street trees in front of the site, a Queensland Box to the north and a Prickly Paperbark in the centre of the frontage.
- The site is located within a well-established dense inner urban residential area with a mixed character. Surrounding development generally comprises of single and double-storey detached and semi-detached dwellings, as well as some older three-storey unit blocks and towards High Street is a more recent three-storey apartment development.

The site has the following direct interfaces:

- To the immediate north is 45 Newry Street which is occupied by a double-storey brick dwelling built to the boundary of the subject site with a pitched roof and balcony at the front. There is a garage accessed via the rear laneway. There is a small area of secluded private open space in the south-western corner of the lot which is predominantly occupied by a Fig tree.
- Across Newry Street to the east of the site is the T-intersection of Newry Street and Normanby Place. On the southern side of the intersection is 26 Newry Street occupied by a single-storey detached weatherboard dwelling, 24 Newry Street occupied by a single-storey detached rendered dwelling and the rear garden of 1A Erica Street which has a recently constructed double-storey addition constructed to the boundary on Newry Street.
- To the south of the site is an unnamed laneway, on the southern side of the laneway is 37 Newry Street which is occupied by a single-storey detached dwelling. The dwelling has secluded private open space at the rear and an outbuilding on the rear boundary. The dwelling has existing windows on the northern side built on the boundary with the laneway.
- To the west of the subject site is the rear gardens and car parking areas of 54, 54A, 56, 58 and 58A Lewisham Road. The dwellings comprise of a mixture of single and double-storey semi-detached dwellings and units.

Previous Planning Application/s

A search of Council records indicates the following relevant planning application:

- Planning Permit No. 396/06 was issued on 24 September 2009 for a boundary realignment (PS632273N) between 58A Lewisham Road and 39 Newry Street, Windsor. The boundary realignment has been completed and is registered on title.

The Title

The site is made up of three lots, registered on Title as:

- Lot 1 on TP380643T (Vol. 6333 Fol. 440)
- Lot 1 on TP896383R (Vol. 6363 Fol. 558)
- Lot 2 on PS632273N (Vol. 11183 Fol. 596)

No covenants affect the land. Lot 2 on PS632273N is affected by a 1.2 metres wide sewerage easement diagonally across the northern most corner of the lot. The site benefits from a number of easements at the rear of Lot 1 on PS632273N (58A Lewisham Road) for

drainage and carriageway purposes. The carriageway easement provides access to the subject site from the rear laneway in between Newry Street and Lewisham Road.

Planning Controls

The following controls/permit triggers are considerations for this application:

Zone

Clause 32.09 – Neighbourhood Residential Zone

Pursuant to Clause 32.09-6 a permit is required to construct and extend two or more dwellings on a lot. A permit is also required to construct a front fence that exceeds 1.5 metres.

Pursuant to Clause 32.09-4, a minimum garden area of 35% is required to be provided on a lot greater than 650 square metres. The development provides a minimum garden area of 36% in compliance with this mandatory requirement.

Pursuant to Clause 32.09-10, a building must not be constructed for use as a dwelling that exceeds 9 metres and must contain no more than 2 storeys. If the land is in a Special Building Overlay the maximum building height specified in the zone is the vertical distance from the minimum floor level determined by the relevant drainage authority to the roof or parapet at any point. The subject site is located in the Special Building Overlay (Schedule 1), Melbourne Water, the relevant drainage authority, have required minimum floor levels of 26.82 metres AHD. Therefore, the maximum allowable building height under the zone is 35.82 metres AHD (9.06 metres from natural ground level). The proposed maximum building height is 35.82 metres AHD (9.06 metres from natural ground level), complying with the mandatory height requirement.

The provision also stipulates that development must contain no more than two-storeys. The proposal comprises of two- storeys, complying with the requirement. It is also noted that Townhouses 1 and 2 comprise of roof terraces. For the purpose of this requirement the proposed roof terraces are not considered to constitute a storey as they are not roofed, with the exception of the access. This interpretation has been upheld by VCAT on several occasions.

A development must meet all the Objectives of Clause 55 and should meet all the Standards of this clause. Schedule 2 (Garden River and Garden Suburban Precincts) modifies the following requirements:

- Site Coverage (Standard B8) – Basements should not exceed 75% of the site area.
- Landscaping (Standard B13) – In addition to the requirements of B13, at least one canopy tree should be planted on the site.
- Side and Rear Setbacks (Standard B17) – For a distance of at least 5 metres behind the front façade of the building fronting the street, setback new buildings (including basements) a minimum of 2 metres from at least one side boundary and at least 1 metre from the other side boundary up to 3.6 metres in height. Where no setback is specified, standard A10 or B17 applies.
- Walls on boundaries (Standard B18) - Walls should not be located on side boundaries for a distance of 5m behind the front façade of the building fronting the street.

Overlay

Clause 44.05 – Special Building Overlay

Pursuant to Clause 44.05-2 a permit is required to construct a building or construct or carry out works. Schedule 1 specifies that Melbourne Water is the relevant drainage authority.

Particular Provisions

Clause 52.06 – Car Parking

Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under Clause 52.06-5. Pursuant to Table 1 at Clause 52.06-5, one car parking space is required for each one- or two-bedroom dwelling and two car parking spaces to each three or four-bedroom dwelling. The proposal generates a requirement for 7 car parking spaces. 4 spaces are provided on site, therefore a reduction of 3 car spaces is required. The design standards at Clause 52.06-9 are also applicable to the assessment of this application.

Relevant Planning Policies

Clause 11 – Settlement

Clause 15 – Built Environment and Heritage

Clause 16.01 – Residential Development

Clause 21.03 – Vision

Clause 21.06 – Built Environment and Heritage

Clause 21.08 – Infrastructure

Clause 22.05 – Environmentally Sustainable Development Policy

Clause 22.18 – Water Sensitive Urban Design Policy

Clause 22.23 – Neighbourhood Character Policy

Advertising

The application has been advertised pursuant to Section 52 of the Planning and Environment Act 1987 by sending notices to the owners and occupiers of adjoining land and by placing 3 signs on the site. The public notification of the application has been completed satisfactorily.

The site is located in South Ward and 19 objections from 18 different properties have been received. The objections can be summarised as follows:

- Traffic congestion and insufficient car parking in the street.
- Congestion in the rear laneway and disruption to access to other properties that benefit from the easement.
- Character of the proposed building compared to older dwellings in the area.
- Visual bulk of the building within the street.
- Height and scale of the proposal and insufficient space for landscaping.
- Overlooking to 1A Erica Street.
- Solar access to north facing windows 37 Newry Street.

A Consultative Meeting was held on 22 June 2021. The meeting was attended by Councillors Sehr and Scott, representatives of the applicant, objectors and a Council planning officer. The meeting subsequently resulted in a formal amendment to the application by the substitution of amended plans received by Council on 29 July 2021. The amended plans comprise the following keys changes:

- Change in the brick colour to an off white/grey across the façade. Townhouse 4 is also proposed to use recycled brick from the partial demolition of the existing building on the site.
- Reduction in the number of south facing first floor windows to Townhouse 4.
- Increase in the first-floor southern setback of Townhouse 4 by 750mm at the eastern end and 675mm at the western end.
- Reversed pitch of the roof form for Townhouse 4 and rear of Townhouse 3.

- Townhouse 4 ground floor deck amended to be north facing only and first floor balcony reduced in size.
- Internal alterations to Townhouse 4 to accommodate the above changes.
- Annotation that primary access to Townhouse 4 is from Newry Street.
- Front fence altered from timber posts to smaller timber battens.
- Increase in the street setback of Townhouses 1-3 to 2.39 metres and projecting balconies replaced with balconettes.
- Inclusion of convex mirror to Townhouse 1 and wall between car parking spaces of Townhouse 1 and 2 removed.
- Height of the roof deck access of Townhouses 1 and 2 reduced to 35.82 metres AHD.

Referrals

Urban Design (comments based on the advertised plans dated Feb 2021)

- The proposed development sits well in the context of the narrow street and is an appropriate scale for the streetscape.
- The group of 3 dwellings on the northern side and increased upper setback to the fourth dwelling works well to reduce the bulk of the development.
- The new dwellings shouldn't protrude forward of 45 Newry Street, an increase in the setback is required and the balconies should not protrude into the street setback.
- The bulk of the development could be reduced through a variation in the materiality.
- Fine tuning of the front fence should be considered to lighten the structure through the use of smaller timber posts.

Planner response: As part of the revised plans the applicant increased the street setback to align with the wall on boundary at 45 Newry Street and replaced the projecting balconies with balconettes. The brick work has been amended to an off white/grey colour for Townhouses 1-3 and Townhouse 4 is proposed to use recycled brick from the existing building on the subject site. Council's Urban Designer reviewed the amended plans and advised that the combined effect of the recessed ground floor and first floor windows with Juliet balconies will provide appropriate visual interest and subtle modeling to avoid any sense of a lack of articulation. Furthermore, the combination of the brick work was considered to sit well in the streetscape. The changes to the plans are considered to have addressed the earlier concerns from Council's Urban Designer.

Parks (comments based on the advertised plans dated Feb 2021)

- The landscape plan is suitable for approval.
- Tree bank guarantees have been requested for the two street trees in front of the site. The *Melaleuca styphelioides* – Prickly Paperbark has an amenity value of \$8,120 and the *Lophostemon confertu* – Queensland Brushbox has an amenity value of \$8,120.

Planner response: If a permit is to issue conditions will require the bank guarantees for the two street trees as well as other standard tree management and tree fencing conditions.

Transport and Parking (comments based on the advertised plans dated Feb 2021)

- The Transport and Parking Unit has a strong preference that the development provides the full parking requirement of the Planning Scheme. However, given the existing shortfall of parking on site, it is unlikely that such a case could be sustained.
- The development may have an adverse effect on the on-street parking in the area, which may lead to the introduction of restrictions, and future residents would not be eligible to receive resident parking permits.

- The traffic generation resulting from the four dwellings is not anticipated to be significant in the context of the area, noting the increase in dwellings compared to the previous use at the site is minimal. The rear laneway is anticipated to have sufficient capacity to cater for access to the parking spaces created.
- Design Standard 1 – the width and headroom of the garages are acceptable. Townhouse 1 does not have appropriate sight distance at the property boundaries, a convex mirror should be utilised to achieve the required sightlines. Sight lines for all other garages are acceptable.
- Design Standard 2 – the width of the garages for Townhouses 1 and 2 (3.2 metres and 3.25 metres) does not comply with the Planning Scheme requirement for 3.5 metres. The dimensions of the garages for Townhouse 3 and 4 are acceptable.
- The turning templates submitted use a B85 vehicle. Council's Transport and Parking Department consider that the applicant should provide revised swept path diagrams showing that access is possible to all 4 garages using a B99 design vehicle, using at the most a single movement for the forward entry or exit, and a reverse back then forward for the other movement.
- Design Standard 3 – the gradient of all garages is acceptable.
- The existing vehicle crossing is proposed to be modified to match the requirement of Council's Vehicle Crossing Policy. The slight modification of this vehicle crossing is not anticipated to have any impact on the availability of on-street parking.
- The primary pedestrian access point to Townhouse 4 is via the southern laneway. There is also a second access point to the rear of the property also into the laneway. The Transport and Parking Unit is strongly opposed to access being directly from a laneway, due to pedestrian safety. There are no footpaths within the laneway, and a pedestrian exiting the property may step directly into the path of a vehicle. The applicant should provide access to the property from the Newry Street frontage and remove the access points within the laneway.

Planner Response: The on-site car parking provision is discussed in detail in the assessment section below.

The revised plans have included a convex mirror between the garages of Townhouse 1 and 2 to address concerns in relation to Design Standard 1. Council's Transport Department have advised that the placement of the mirror is not acceptable. To adequately provide sight lines for a vehicle exiting the northern parking space, the convex mirror will need to be placed south of the garage, facing north. This could either be hanging from the building above (ensuring it is above 2.1 metres at its lowest point) or installed on the wall near the southern space. If a permit is to issue this will be included as a condition.

The applicant also amended the plans to remove the internal wall between the garage spaces of Townhouse 1 and 2. This results in an overall internal width of 6.55 metres for the two parking spaces. This is in excess of the requirements for a double garage and is considered appropriate for the constraints of the site.

In regard to the turning templates using a B85 vehicle instead of B99 vehicle, this is considered acceptable as there is no requirement under the Planning Scheme for B99 vehicle templates to satisfy Design Standard 2 of Clause 52.06. The decision guidelines of Clause 52.06 directs Council to consider whether the layout of car spaces and accessways are consistent with Australian Standards AS2890.1-2004 (off street). The applicants submitted TEA outlines that the relevant objectives and requirements of the standards are met for the site.

Infrastructure (comments based on initial application plans dated November 2020)

- No objection subject to conditions regarding the legal point of discharge and existing footpath levels. These conditions have been included in the recommendation.

Melbourne Water (comments based on initial application plans dated November 2020)

- The authority does not object to the proposal subject to required conditions, including minimum floor levels, being imposed on a permit if one is to issue. These conditions have been included within the recommendation.

Key Issues and Discussion

Strategic context

The overarching policies and objectives at both a State and Local level encourage urban consolidation in established urban areas and medium density residential development in and around neighbourhood activity centres and close to public transport. These strategies call for well-designed medium-density development that respects neighbourhood character, improves housing choice, makes better use of existing infrastructure, and improves energy efficiency.

The Municipal Strategic Statement (MSS) recognises the need for increased densities across the municipality and identifies locations where specific outcomes are encouraged (Clause 21.03). Council's Local Policy on the location of residential development at Clause 21.05-2 seeks to maintain a clear distinction between the type of development outcomes sought in locations for higher density development and the lower density residential hinterland. The subject site is identified as being within an "incremental change area" in which medium density development (2-3 storeys) is encouraged.

The purpose of the Neighbourhood Residential Zone is to implement the Municipal Planning Strategy and the Planning Policy Framework, to recognise areas of predominantly single and double-storey residential development, and to manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.

The subject site is well located to support medium density redevelopment. Notably, the site is located within walking distance of a number of public transport routes including Windsor Train Station and tram routes 6, 64 and 5, has convenient access to the Chapel Street Activity Centre, Prahran East Village Neighbourhood Activity Centre and Hawksburn Village. There are also a number of public open spaces within walking distance including Victoria Gardens, Lumley Gardens and Alma Park. Therefore, it is considered to be suitably located to support the modest increase in density proposed in line with policy expectations, and the development will contribute to the mix and diversity of housing in the area. Overall, the proposal responds adequately to the State and Local planning policy objectives for increased density and infill development, subject to an appropriate design response and landscape outcome.

The provisions of the Neighbourhood Residential Zone require that the proposal be assessed against the objectives and standards of Clause 55 and any modified standards specified in the schedule to the zone. A full assessment against the applicable objectives and standards has been carried out and the development achieves a high level of compliance, with the following notable matters highlighted and discussed.

Built Form

Neighbourhood Character

Standard B1 calls for a design response that is appropriate to the neighbourhood character and features of the site. Council's Neighbourhood Character Policy (Clause 22.23) sets out preferred character and design guidelines for residential development.

The subject site is located in the Garden Suburban 2 Precinct which is defined as comprising *'leafy streetscapes with a range of Victorian, Edwardian or Interwar era and contemporary buildings set in established garden surrounds. Regular front and side setbacks provide space around buildings and allow for substantial planting or canopy trees. New buildings or additions offer innovative and contemporary design responses that sit comfortably within the streetscape reflecting the key aspects of building form and the one-three storey scale of the precinct. Low or permeable front fences retain views to gardens and buildings from the street.'*

The proposed development appropriately responds to the preferred character and design objectives for the Garden Suburban 2 Precinct for the following reasons:

- The Newry Street streetscape and surrounding streets comprise of a mixture of single and double-storey dwellings and the odd three-storey unit/apartment block. The proposed two-storey townhouses are in keeping with the scale of the dense inner urban area. Coupled with appropriate setbacks, articulation and space for landscaping, the development is considered to respectfully respond to the neighbourhood and will not dominate the street.
- The proposed contemporary design response will integrate well with the mixed character of the area. Whilst the built form has a different architectural style to the older housing stock in the area, the contemporary development predominantly uses brick to respectfully reflect the materiality of dwellings within the street. This will assist with the integration of the development into Newry Street. Furthermore, the development is also considered reflective of other modern infill developments within the Windsor area and is not at odds with other contemporary design responses.
- The proposed setbacks of the development provides appropriate space for planting around the development particularly in the front and rear setbacks. This is considered in keeping with the landscaping on the lots in the surrounding area and will provide meaningful landscaping commensurate with the scale of the development. The proposed landscaping is also considered an improvement from the existing conditions of the site which is generally devoid of canopy planting.
- The car parking for Townhouses 1, 2 and 3 is provided in the rear accessed via the laneway, this is appropriate for the site and retains the frontage of these dwellings free from car parking structures. Townhouse 4 comprises of a garage that is recessed behind the existing shop façade and utilises an existing crossover. The design of the garage will sit comfortably with the proposed development and will not dominate the frontage.
- The proposed front fencing will complement the scale and design of the development and is compatible with the height and character of existing front fences within the streetscape.

Overall, the proposed development is considered to be a site responsive design that will sit comfortably within the varied character of the Newry Street streetscape and reflects the preferred and prevailing character of the area.

Street Setback

To the north of the site the existing double-storey dwelling at 45 Newry Street has a setback of 2.39 metres to the balcony and 3.59 metres to the façade. The proposed street setback of Townhouses 1-3 is 2.86 to 2.95 metres to the ground floor front facades with a small

overhang of the first floor above with a street setback of 2.39 metres. The proposal retains the existing shop front on the southern side of the frontage to Townhouse 4 which is built to the street boundary, the proposed garage is recessed behind this with a setback of 6 metres and the first floor above is setback 5.08 metres.

The proposed street setback on the northern side of the development aligns with the existing wall on boundary of 45 Newry Street and then transitions to greater setbacks on the southern side at first floor respectfully responding to the single storey form at 37 Newry Street. The street comprises of minimal street setbacks, particularly on the western side. The proposed street setbacks are considered respectful of the streetscape whilst making efficient use of the site.

Building Height

As outlined above, the proposed height and number of storeys complies with the mandatory provisions under the Neighbourhood Residential Zone. The development as it presents to the street will be two-storeys, this is consistent with other two-storey developments within the vicinity of the site and the character of the area.

The proposed roof terraces at the rear of Townhouses 1 and 2 are recessed from the street and will not result in excessive bulk. Furthermore, the provision of roof terraces is part of the emerging character in the dense inner urban area in and around Windsor.

Site Coverage and Permeability

No basement is proposed and the site coverage at ground level is 64%. The proposed site coverage is consistent with the high site coverage on surrounding lots and characteristic of the dense urban area.

The proposed permeability is approximately 35%, complying with Standard B9.

The extent of the site coverage and good permeability allows for the establishment of in-ground landscaping and will assist to reduce the impact of increased stormwater run-off on the drainage system; thus, the relevant objectives are considered to be met.

Landscaping

Council's MSS and various local policies emphasise the provision of high-quality landscaping. Furthermore, Clause 22.23 (Neighbourhood Character Policy) seeks *'to maintain and strengthen the garden settings of buildings and the tree canopy of the neighbourhood'*. The policy further encourages a design response which *'include canopy trees and shrubs in landscape plans. Retain established or mature trees where possible and provide for the planting of new canopy trees in front and rear setbacks'*.

The existing site, particularly the northern half, is sparsely vegetated with minimal canopy vegetation and a few fruit trees. The proposal seeks to retain some of the fruit trees on site, none of the vegetation proposed for removal is considered significant. The submitted arborist report outlines that there are no significant trees on the adjoining sites which have potential to be adversely impacted by the development due to the existing conditions of the footpath and built form on the site and adjoining lots. It is recommended that a condition of the permit requires that tree protection fencing is erected prior to commencement of the development to protect the health of the street trees.

The siting and layout of the proposed development allows for sufficient planting opportunities in and around the development. The proposed planting includes 10 canopy trees with mature heights from 4 metres to 8 metres, a variety of shrubs, climbers and lower-level vegetation which provides a suitable response to the scale of the development and site

context. It is also noted that the landscape plan was not amended as part of the submission of revised architectural plans, if a permit is to issue a condition will require that changes are made to accord with the architectural plans. The proposed landscaping response will respect and enhance the existing landscaped character of the neighbourhood as required by Standard B13.

Access and Parking Location

Vehicle access to three of the four townhouses is proposed via the rear laneway. Access to Townhouse 4 is proposed by modifying the existing crossover to Newry Street. The location and design of the proposed access arrangement is considered convenient and appropriate for the site and meets the requirements of Standard B14 and B15.

Amenity Impacts

Side and Rear Setbacks

The development has been sited to respect the neighbourhood character and limit the amenity impacts on the adjoining properties as required by Clause 55.04-1. The development predominantly comprises of walls on boundaries that are aligned with adjoining walls or interfacing the laneway. Schedule 2 to the zone varies the side setback standard requirements and seeks new buildings to be setback a minimum of 2 metres from at least one side boundary and at least 1 metre from the other side boundary for a minimum length of 5 metres behind the front façade. The development retains the existing shop front on the southern side of the frontage and the northern side is proposed as a wall on boundary aligning with the adjoining wall on boundary of 45 Newry Street. A number of dwellings are constructed boundary to boundary in the vicinity of the subject site and it is considered that the proposed walls on boundaries behind the front façade is responsive to the character of the area and site conditions.

Where the development is setback from the boundary this has been assessed against Standard B17. On the southern interface the ground floor living, kitchen and meals area of Townhouse 4 is setback from the southern boundary by 1.33 metres. The maximum wall height is 3.94 metres which requires a setback of 1.10 metres, therefore the setback exceeds the requirement of Standard B17. The setback from the southern boundary at the dwelling entrance also exceeds the requirements of Standard B17. At first floor the southern wall of Townhouse 4 has a height of 6.7 metres, therefore requiring a setback of 1.93 metres. The proposed setback is 2 metres, complying with the requirement.

The rear of the townhouses have a maximum building height of 8.59 metres, which requires a setback of 3.68 metres. The proposed setback to the dwelling from the western boundary is a minimum of 10.9 metres for Townhouses 1 to 3 and Townhouse 4 is greater than approximately 5 metres, therefore exceeding the setback requirements of Standard B17. The garages to Townhouses 1 to 3 are located at the rear of the site with a height of 3.34 metres and setback 1.7 metres. The required setback is 1 metre, therefore the setback complies.

Walls on Boundaries

The relevant objective seeks to ensure that boundary walls respect the existing or preferred neighbourhood character and limit the impact on the amenity of existing dwellings.

On the northern boundary the proposal comprises of two sections of double-storey wall on boundary and a single-storey section associated with the garage of Townhouse 1. The proposed walls on the northern boundary align with the existing single and double-storey boundary walls on 45 Newry Street, therefore do not result in amenity impacts to the adjoining property.

On the southern boundary Townhouse 4 comprises of two sections of wall on boundary at ground floor. The first section is the existing shop front, and the second section is associated with the dwelling entry. This proposed new section of wall is 3 metres long and has a height of 3.94 metres. The length of the wall is less than the recommended length under Standard B18, however the height exceeds the average recommended height of 3.2 metres. The wall has an interface to the laneway and on the southern side of the lane opposite the wall is a north facing window at 37 Newry Street. The proposed wall is considered to impact the solar access to the north facing windows thus potential impacting the amenity of the adjoining dwelling. If a permit is to issue a condition will require that the wall is setback from the boundary.

Townhouse 4 also comprises of a garden shed/studio at the rear of the lot. This shed comprises of walls on the northern and western boundary for a length of 3.38 metres and 4.4 metres respectively with a height of 3.6 metres. The height of the walls exceeds the average recommended height of 3.2 metres. This variation is not considered acceptable for a shed due to the sensitive interfaces to the adjoining areas of secluded private open space and the potential bulk of the walls. The height of the walls is also considered excessive for a shed. As such, if a permit is to issue a condition will require that the walls on boundaries associated with the shed are reduced to 3.2 metres.

Daylight to existing windows and North facing windows

Given the orientation of the lot, location of existing built form and the siting of the proposed development the only existing habitable room windows opposite the proposed works are 3 north facing habitable room windows at 37 Newry Street to the south of the site. It is noted that the plans have only annotated two of the windows as habitable however an objection from 37 Newry Street advises that all 3 windows are habitable. If a permit is to issue a condition will require that this notation is changed. Due to the separation between the properties by the laneway the windows all continue to receive adequate daylight access that exceeds the requirements of Standard B19.

The north-facing windows objective is also applicable to these windows. Standard B20 requires that the ground floor walls with a maximum height of 3.94 metres to be setback 1.18 metres for a distance of 3 metres from the edge of the side of the north facing windows. This setback is generally complied with except for the entrance wall on boundary associated with Townhouse 4. The non-compliance of the wall may impact solar access to the eastern most north facing window. As outlined above, it is recommended that this wall is setback from the boundary, this condition will stipulate that the setback must comply with Standard B20.

At first floor with a wall height of 6.7 metres the required setback to comply with Standard B20 is 2.86 metres. The proposed setback at 2 metres doesn't comply with the standard. The proposed variation has the potential to impact the sunlight access to these habitable room windows and potentially the amenity of the dwelling. Therefore, if a permit is to issue a condition will require that the first floor is setback to comply with Standard B20, this could be achieved by reducing the height of the walls and / or increasing the setback. It is considered that this can be reasonably accommodated on site without impacting the internal amenity of the proposed dwelling, noting the large second living area at first floor.

Overshadowing

The submitted overshadowing diagrams indicate that the proposal results in minor areas of additional overshadowing to 54 and 54A Lewisham Road between 9am and 11am on 22 September. The additional overshadowing falls at the rear of the properties and away from the primary useable areas of the secluded private open space for both properties. The additional overshadowing to the rear gardens to the west from the existing conditions is

considered acceptable for the dense inner urban area of the site. The requirement for the height of the walls on boundaries associated with the shed to be reduced will also further reduce the additional overshadowing. No objections have been received from these properties.

It is noted that the advertised plans included some minor additional areas of overshadowing to 37 Newry Street, however the changes on the revised plans result in there being no additional overshadowing to the secluded private open space of this property.

Overlooking

The development has generally been designed to comply with Standard B22 to limit views into neighbouring habitable room windows and secluded private open spaces to the west and south.

At ground floor the west facing windows of Townhouses 1, 2 and 3 do not result in overlooking as views are obscured by the proposed garages, existing boundary fencing and structures on the adjoining properties. The internal windows to the garden areas of the 3 townhouses do not result in overlooking due to the existing and proposed built form. At first floor on the western side the three townhouses have windows from habitable rooms. These windows are proposed to be screened with horizontal timber slatted private screens to 1.7 metres above finished floor level that extends the whole of the western elevation of the dwellings. Design details of the screen have been provided demonstrating that it is no more than 25% transparent. The screen complies with Standard B22. It is noted that the first-floor plans inaccurately annotates the screen as vertical, this can be amended via a condition if a permit is to issue.

Townhouse 1 and 2 also comprise of the roof decks. The elevations show 1.7 metre high screening on the western elevations of the roof decks. The northern elevation and sections show 1.7 metre screening on the northern and southern sides of the roof deck of Townhouse 1 and a 1 metre high balustrade on the eastern side. The extent of the screening for both townhouses is not clear on the roof plan, if a permit is to issue a condition will require that the roof plan is amended to annotate that there will be 1.7 metre high screening on the northern, western and southern sides of the roof decks to both townhouses and balustrading on the eastern side. This is considered to appropriately limit overlooking to adjoining and proposed areas of secluded private open space. Furthermore, the screening is shown as vertical timber screening. No design details of this screen has been provided, as such a condition is recommended if a permit is to issue for dimensioned design detail that demonstrates the screen is no more than 25% transparent and complies with Standard B22.

Views from the ground floor windows of Townhouse 4 are sufficiently obscured by the existing and proposed boundary fencing which is to 2 metres high, including from the deck area associated with the shed on the western boundary. At first floor the north facing window to the secondary living area faces the adjoining wall and does not result in overlooking. The balcony to the master bedroom, west facing master bedroom window and two south facing windows are proposed to be screened using hit and miss brickwork with a permeability of 25%. The use of the hit and miss brick work is acceptable, however design details must be provided demonstrating that the openings are no more than 25% to comply with Standard B22. The hit and miss brickwork is shown on the elevations as covering the whole extent of all applicable windows, however the height above floor level on the balcony is not dimensioned on the plans. If a permit is to issue a condition will require that this is dimensioned and a minimum of 1.7 metres above floor level to comply with Standard B22.

It is noted that objectors from the eastern side of Newry Street have raised concern with overlooking. However, given the width of the street and setback of the proposal there is no potential for overlooking within 9 metres of the east facing windows.

On-site Amenity

Access and dwelling entry

The pedestrian entries to Townhouses 1, 2 and 3 are considered clearly identifiable and accessible. As outlined in the referral comments above, Council's Transport Department is opposed to access points to Townhouse 4 from the laneway on the southern side due to pedestrian safety. As part of the amended plans the applicant included an annotation that primary access is from Newry Street and the side access is a service gate. However, the entrance from Newry Street does not provide direct internal access to the rear part of the dwelling and therefore it is likely that the service access will be the primary access point. This is not considered to be a readily identifiable entry and raises safety concerns as per above. It is recommended that a condition on the permit requires that access to Townhouse 4 is provided from Newry Street via an internal connection between the existing study in the shop to the rear section of the new dwelling and the service gates be deleted. This will require internal alterations but as the largest dwelling in the proposal with two study areas there is adequate space to accommodate this change.

Internal amenity

The proposal is considered to provide a reasonable level of internal amenity. All proposed new habitable room windows are provided with adequate daylight, Townhouses 1 to 3 benefit from internal courtyards with large east, north and west facing windows to maximise internal daylight access.

The dwellings are provided with adequate areas of private open space. The primary areas of secluded private open space for Townhouses 1 and 2 are provided on the roof decks. Whilst the roof decks don't have direct access from the living room the arrangement is considered appropriate for the dense inner urban location of the site where there is an emerging demand for roof decks. Both roof decks will receive ample solar access.

Townhouse 3 is provided with a rear garden of 54sqm, the garden is to the south of the garage however the setback to the southern side of the garden complies with Standard B29. Townhouse 4 comprises of the largest area of secluded private open space of all the dwellings, the garden area is highly useable and receives ample solar access.

Each dwelling is provided with a secure storage of 6 cubic metres in compliance with Standard B30. Location of mailboxes and bin storage will be required to show on the plans.

Car Parking and Traffic

Car Parking

As outlined above, a reduction in the statutory car parking requirement is proposed as part of the application. All dwellings are proposed to comprise of one car parking space provided in a garage. This is considered an improvement from the previous conditions of the site which, prior to demolition of the currently vacant land, comprised of 3 dwellings on the site with no dedicated on-site car parking. Therefore, there is generally an improvement in the onsite car parking provision from the existing condition. Furthermore, the site is well serviced by public transport routes, including within walking distance to Windsor Train Station and tram routes 6, 64 and 5, there are also convenient bicycle networks in the vicinity of the site. A reduction is also supported by Local Planning Policy which seeks to reduce provision of on-site parking for development close to public transport (Clause 21.08-3). Furthermore, the site is

within walking distance of a range of amenities and services further reducing the demand on requiring a car. Given the dense inner urban area and the scale of the proposed development the on-site car parking provision is considered appropriate.

It is noted that during the consultative meeting that on-street car parking was discussed in detail, particularly concerns raised by residents about the lack of parking restrictions in the area. On-street parking restrictions are a separate matter from the planning permit process and the objectors were provided details on how to initiate this process in the meeting. If a permit is to issue future occupants of the development will not be eligible for parking permits if restrictions are imposed in the area.

Car Parking Design

As outlined above, the car parking design has generally be designed in accordance with the applicable design standards at Clause 52.06. The outstanding issue regarding the convex mirror can be resolved via a condition if a permit is to issue.

Environmentally Sustainable Design

A Sustainable Design Assessment (SDA) is required for the proposal in accordance with Council's Environmentally Sustainable Development Policy at Clause 22.05. A detailed SDA was submitted with the application, including a BESS assessment which achieves a score of 56% which meets the best practice requirement and is satisfactory. Importantly, the development achieves a pass in the four key performance categories of Water, Energy, Stormwater and IEQ. All key ESD initiatives have been annotated on the plans. It is noted that the SDA was not updated to reflect the revised architectural plans submitted on 29 July 2021, if a permit is to issue a condition will require that this is amended accordingly to reflect the revised plans and any other changes.

A Water Sensitive Urban Design Response was included within the SDA. The report indicates the development achieves a STORM rating of 106% which is achieved by the provision of rainwater tanks with a total capacity of 8,000L and 6sqm of raingarden 100mm to collect runoff from the roof. A 2,000L tank is proposed to each dwelling, provided underground and annotated as being connected to the toilets for re-use and garden for irrigation. Appropriate cross-sections and maintenance measures have been provided for the rain gardens. One inconsistency with the plans however is that the impermeable surfaces included in the calculations are not consistent with the surface finishes included within the landscape plan. If a permit is to issue a condition will require that the SDA is amended accordingly to be consistent with the landscape plan. Subject to this condition the requirements of Clause 22.18 are considered to be met.

Governance Compliance

Conflicts of Interest Disclosure

No Council Officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Human Rights Consideration

This application has been assessed in accordance with the requirements of the Planning and Environment Act 1987 (including the Stonnington Planning Scheme), reviewed by the State Government and which complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

1. 0992/20 - 39-43 Newry Street, Windsor [8.1.1 - 17 pages]

Officer Recommendation

That Council AUTHORISE Officers to issue a Notice of Decision to Grant a Planning Permit No: 992/20 for the land located at 39-43 Newry Street, Windsor under the Stonnington Planning Scheme for construction of four dwellings in a Neighbourhood Residential Zone and Special Building Overlay and a reduction of the car parking requirements subject to the following conditions:

1. **Before the commencement of the development, 1 copy of plans drawn to scale and fully dimensioned, must be submitted to and approved by the Responsible Authority. The plans must be generally in accordance with the plans prepared by ev-d and known as Project WQ2020, Drawing No's: TP010, TP021, TP050, TP100 through TP109, TP120, TP201, TP202, TP203, TP250 and TP300, Council date stamped 29 July 2021 but modified to show:**
 - a) **Pedestrian access to Townhouse 4 must only be provided from Newry Street. An internal connection must be provided between the study within the existing shop front of Townhouse 4 to the rear section of the proposed dwelling.**
 - b) **The eastern most service gate to Townhouse 4 deleted and replaced with fixed fencing along the southern boundary.**
 - c) **All three north facing windows at 37 Newry Street to be identified on the plans as habitable.**
 - d) **Townhouse 4 must be setback at first floor from the north facing windows at 37 Newry Street to comply with Standard B20, this can be achieved by a reduction in the wall height and / or increased setbacks without reducing any other setbacks.**
 - e) **The wall on boundary associated with the entry to Townhouse 4 must be setback to align with the southern setback to the living/meals area on the western side of the ground floor or at a minimum be setback to comply with Standard B20.**
 - f) **The garden shed/studio to Townhouse 4 must be reduced in height so that the walls on boundaries are a maximum of 3.2 metres.**
 - g) **The convex mirror for the rear car parking spaces is to be relocated to the south of the car parking garage to Townhouse 3, facing north to the satisfaction of Council's Transport Department.**
 - h) **The screening notation to the west facing first floor windows of Townhouses 1, 2 and 3 amended to refer to 'horizontal' screen.**
 - i) **Roof plan to show 1.7m high vertical timber screening on the northern, western and southern sides of the roof decks to Townhouses 1 and 2 and balustrading on the eastern side.**
 - j) **Fully dimensioned design detail for the vertical timber screen for the roof terraces demonstrating that the screen is no more than 25% transparent and complies with Standard B22.**

- k) Fully dimensioned design detail for the hit and miss brickwork to Townhouse 4 demonstrating that the screening is no more than 25% transparent and complies with Standard B22.**
- l) The hit and miss brickwork to the first-floor balcony to Townhouse 4 must be dimensioned on the elevations to a minimum height of 1.7m above finished floor level.**
- m) Any changes required by Condition 3 (Landscape Plan) and Condition 5 (Sustainable Design Assessment).**

All to the satisfaction of the Responsible Authority.

- 2. The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans must not be modified for any reason, without the prior written consent of the Responsible Authority.**
- 3. Prior to the endorsement of any plans in accordance with Condition 1, an amended landscape plan must be submitted to and approved by the Responsible Authority. When approved, the landscape plan will be endorsed and will then form part of the permit. The landscape plan must be generally in accordance with the Landscape Concept Plan prepared by memLa as advertised February 2021, but modified to include:**
 - a) Amended to reflect the changes to the architectural plans as per the Section 57A revision submitted to Council on 29 July 2021.**
 - b) Any changes required by Condition 1 or 5.**
- 4. Before the occupation of the development, the landscaping works as shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority. Landscaping must then be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.**
- 5. Prior to the endorsement of any plans in accordance with Condition 1, an amended Sustainable Design Assessment (SDA) in accordance with Clause 22.05 must be submitted to and approved by the Responsible Authority. Upon approval the SDA will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SDA to the satisfaction of the Responsible Authority. Recommendations of the SDA must be incorporated into the plans required under Condition 1. The SDA must be generally in accordance with the response prepared by Sustainable Development Consultants as advertised February 2021, but modified to include:**
 - a) Amended to reflect the changes to the architectural plans as per the Section 57A revision submitted to Council on 29 July 2021.**
 - b) The Water Sensitive Urban Design (WSUD) response included within the SDA amended to include all impermeable surfaces as shown on the landscape plan (Condition 3) and continue to achieve a minimum STORM rating of 100%.**
 - c) Any changes required by Condition 1 or 3.**
- 6. All works must be undertaken in accordance with the endorsed Sustainable Design Assessment to the satisfaction of the Responsible Authority. No**

alterations to the Sustainable Design Assessment may occur without written consent of the Responsible Authority.

- 7. The project must incorporate the Water Sensitive Urban Design initiatives detailed in the endorsed site plan and/or stormwater management report.**
- 8. Prior to the endorsement of any plans in accordance with Condition 1, a Tree Management Plan prepared by a suitably qualified arborist must be submitted to and approved by the Responsible Authority. When approved, the tree management plan will form part of this permit and all works must be done in accordance with the tree management plan (AS 4970).**

The tree management plan must detail measures to protect and ensure the viability of the *Melaleuca styphelioides* (Prickly Paperbark) and *Lophostemon confertus* (Queensland Box) street trees.

Among other things, the tree management plan must include the following information:

- a) Pre-construction (including demolition) – details to include a tree protection zone, height barrier around the tree protection zone, amount and type of mulch to be placed above the tree protection zone and method of cutting any roots or branches which extend beyond the tree protection zone. A plan must be submitted detailing any tree protection fencing, where the fencing is clearly identified and dimensioned.**
- b) During-construction – details to include watering regime during construction and method of protection of exposed roots.**
- c) Post-construction – details to include watering regime and time of final inspection when barrier can be removed and protection works and regime can cease.**

Pre-construction works and any root cutting must be inspected and approved by the Responsible Authority's Parks Unit. Removal of protection works and cessation of the Tree Management Plan must be authorised by the Responsible Authority's Parks Unit.

- 9. Prior to the endorsement of any plans in accordance with Condition 1 and prior to any development commencing on the site (including demolition and excavation whether or not a planning permit is required), the owner/developer must enter into a Deed with the Responsible Authority and provide it with a bank guarantee of \$16,240 + GST as security against a failure to protect the health of *Melaleuca styphelioides* (Prickly Paperbark) and *Lophostemon confertus* (Queensland Box) street trees. The applicant must meet all costs associated with drafting and execution of the Deed, including those incurred by the responsible authority. Once a period of 12 months has lapsed following the completion of all works at the site the Responsible Authority may discharge the bank guarantee upon the written request of the obligor. At that time, the Responsible Authority will inspect the trees and, provided they have not been detrimentally affected, the bank guarantee will be discharged.**
- 10. Prior to the endorsement of any plans in accordance with Condition 1 or prior to the commencement of any works at the site (including demolition and excavation whether or not a planning permit is required), whichever occurs sooner, a letter of engagement must be provided to the Responsible Authority**

from the project arborist selected to oversee all relevant tree protection works. The project arborist must be an appropriately experienced and qualified professional (minimum Cert IV or equivalent in experience).

- 11. The project arborist must maintain a log book detailing all site visits. The log book must be made available to the Responsible Authority within 24 hours of any request.***
- 12. Before the development (including excavation and demolition) starts, tree protection fencing must be erected around the Melaleuca styphelioides (Prickly Paperbark) and Lophostemon confertus (Queensland Box) Street trees in front of the site. Fencing is to be compliant with Section 4 of AS 4970. Signage identifying the need for approval from Council's Parks Unit for any root cutting (prior to it occurring) must also be displayed on the fence.***
- 13. The permit holder / developer must advise Council in writing that a Certificate of Occupancy has been issued in respect to the development and that the 12 month period in relation to the protection of the street trees has commenced.***
- 14. All plant and equipment (including air-conditioning units) shall be located or screened so as to minimise visibility from any of the surrounding footpaths and from overhead views and shall be baffled so as to minimise the emission of unreasonable noise to the environment in accordance with Section 48A of the Environment Protection Act 1970 to the satisfaction of the Responsible Authority.***
- 15. Any poles, service pits or other structures/features on the footpath required to be relocated to facilitate the development must be done so at the cost of the applicant and subject to the relevant authority's consent.***
- 16. All utility services to the subject land and buildings approved as part of this permit must be provided underground to the satisfaction of the Responsible Authority by completion of the development.***
- 17. Prior to the occupation of the building, fixed privacy screens (not adhesive film) designed to limit overlooking as required Standard B22 of Clause 55.04-6 in accordance with the endorsed plans must be installed to the satisfaction of the Responsible Authority and maintained to the satisfaction of the Responsible Authority thereafter for the life of the building.***
- 18. Prior to the occupation of the building, the walls on the boundary of the adjoining properties must be cleaned and finished to the satisfaction of the Responsible Authority.***
- 19. Prior to a building permit being issued, a report for the legal point of discharge must be obtained from Council and a drainage design for the development must be prepared by a suitably qualified Engineer in accordance with all 'recommendations' and requirements contained in that report. All drainage must be by means of a gravity-based system and not pumped. The relevant building surveyor must check and approve the drainage design and ensure that protection of the building is provided from a 1 in 100 A.R.I. rainfall event as required by the Building Regulations. (Please do not state drainage design to satisfaction of Council, that is the responsibility of the relevant building surveyor to check and approve in accordance with the report and 'recommendations' for the legal point of discharge).***

20. ***The existing Newry Street footpath levels must not be raised nor altered in any way at the property line (to facilitate the garage access ramp).***

Start Melbourne Water Conditions

21. ***The dwellings must be constructed with finished floor levels set no lower than 26.82 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 26.52 m to AHD.***
22. ***The garages must be constructed with finished floor levels set no lower than 26.67 metres to Australian Height Datum (AHD), which is 150mm above the applicable flood level of 26.52 m to AHD.***
23. ***A setback of 1m is required from the eastern property boundary, maintained at natural surface level and free of obstructions, with the exception of 39 Newry St.***
24. ***No fill is permitted outside of the building footprint with the exception of minimal fill required for ramping to garages, provided this is outside of any required setbacks.***
25. ***Prior to the commencement of works a separate application direct to Melbourne Water, must be made and approved of any new or modified storm water connection to Melbourne Water's drains or watercourses. Prior to accepting an application, evidence must be provided demonstrating that Council considers that it is not feasible to connect to the local drainage system.***

End Melbourne Water Conditions

26. ***This permit will expire if one of the following circumstances applies:***
- a) ***The development is not started within two years of the date of this permit.***
 - b) ***The development is not completed within four years of the date of this permit.***

In accordance with Section 69 of the Planning and Environment Act 1987, a request may be submitted to the Responsible Authority within the prescribed timeframes for an extension of the periods referred to in this condition.

NOTES:

- A. ***This permit does not constitute any authority to carry out any building works or occupy the building or part of the building unless all relevant building permits are obtained.***
- B. ***Nothing in this permit hereby issued shall be construed to allow the removal of, damage to or pruning of a significant tree (including the roots) without the further written approval of Council.***

“Significant Tree” means a tree or palm:

- a) ***with a trunk circumference of 140 cm or greater measured at 1.4 m above its base;***
- b) ***with a total circumference of all its trunks of 140 cm or greater measured at 1.4 m above its base;***
- c) ***with a trunk circumference of 180 cm or greater measured at its base; or***
- d) ***with a total circumference of all its trunks of 180 cm or greater measured at its base.***

Please contact the Council Arborists on 8290 1333 to ascertain if permission is required for tree removal or pruning or for further information and protection of trees during construction works.

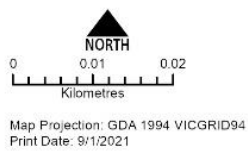
- C. Nothing in the permit hereby issued may be construed to allow the removal of, damage to or pruning of any street tree without the further written consent of the Stonnington City Council. Contact the Council Arborists on 8290 1333 for further information.***
- D. The owners and occupiers of the dwellings hereby approved are not eligible to receive “Resident Parking Permits”.***
- E. Council has adopted a zero tolerance approach in respect to the failure to implement the vegetation related requirements of Planning Permits and endorsed documentation. Any failure to fully adhere to these requirements will be cause for prosecution. This is the first and only warning which will be issued.***
- F. At the permit issue date, Section 69 of the Planning and Environment Act 1987 stated that the Responsible Authority may extend the periods referred to if a request is made in writing within the following timeframes:***
 - i. Before or within 6 months after the permit expiry date, where the development allowed by the permit has not yet started; and***
 - ii. Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.***

39-43 Newry Street, Windsor

Objector Map



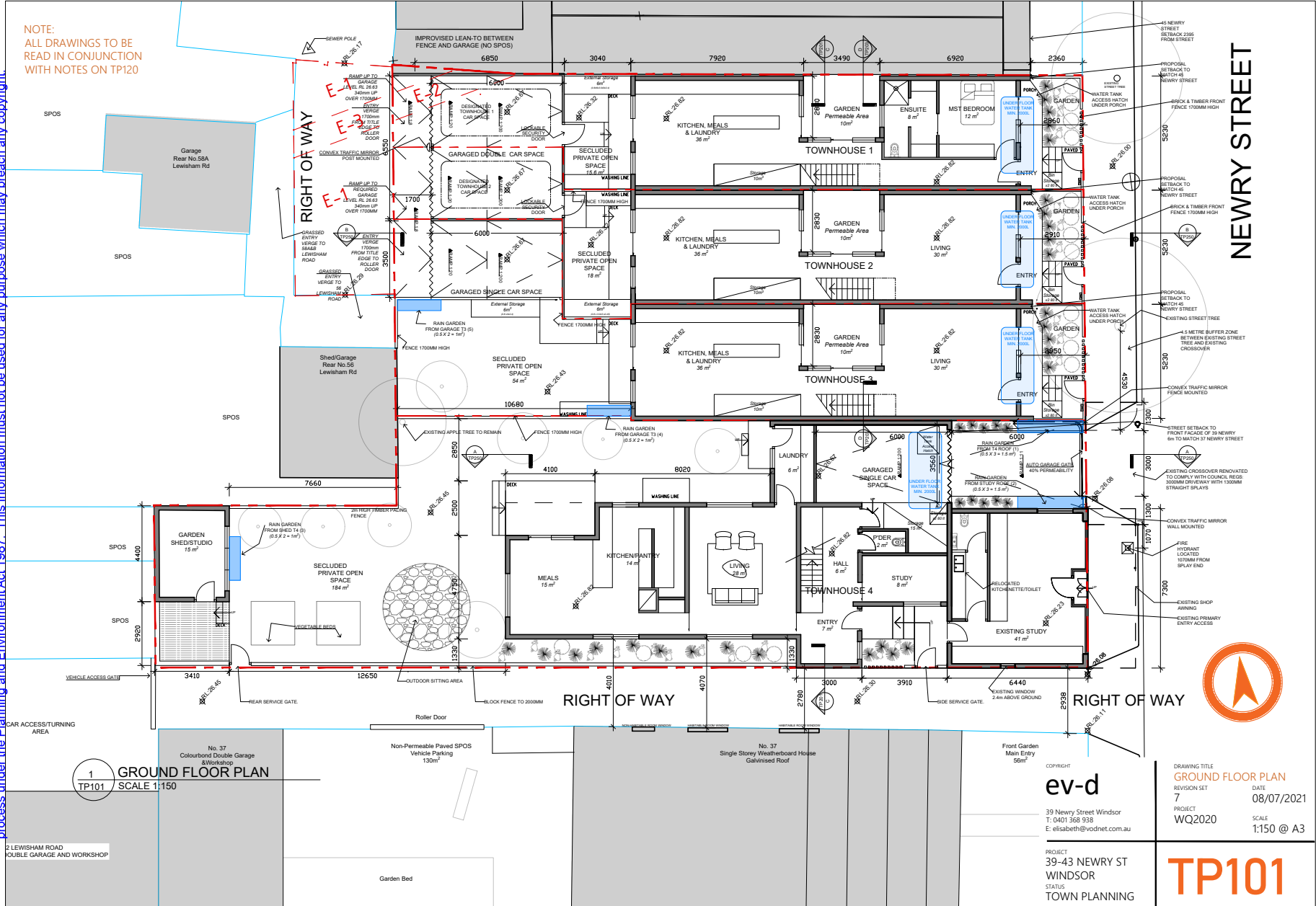
- Property**
- Properties
 - Parcel
- ★ = objector



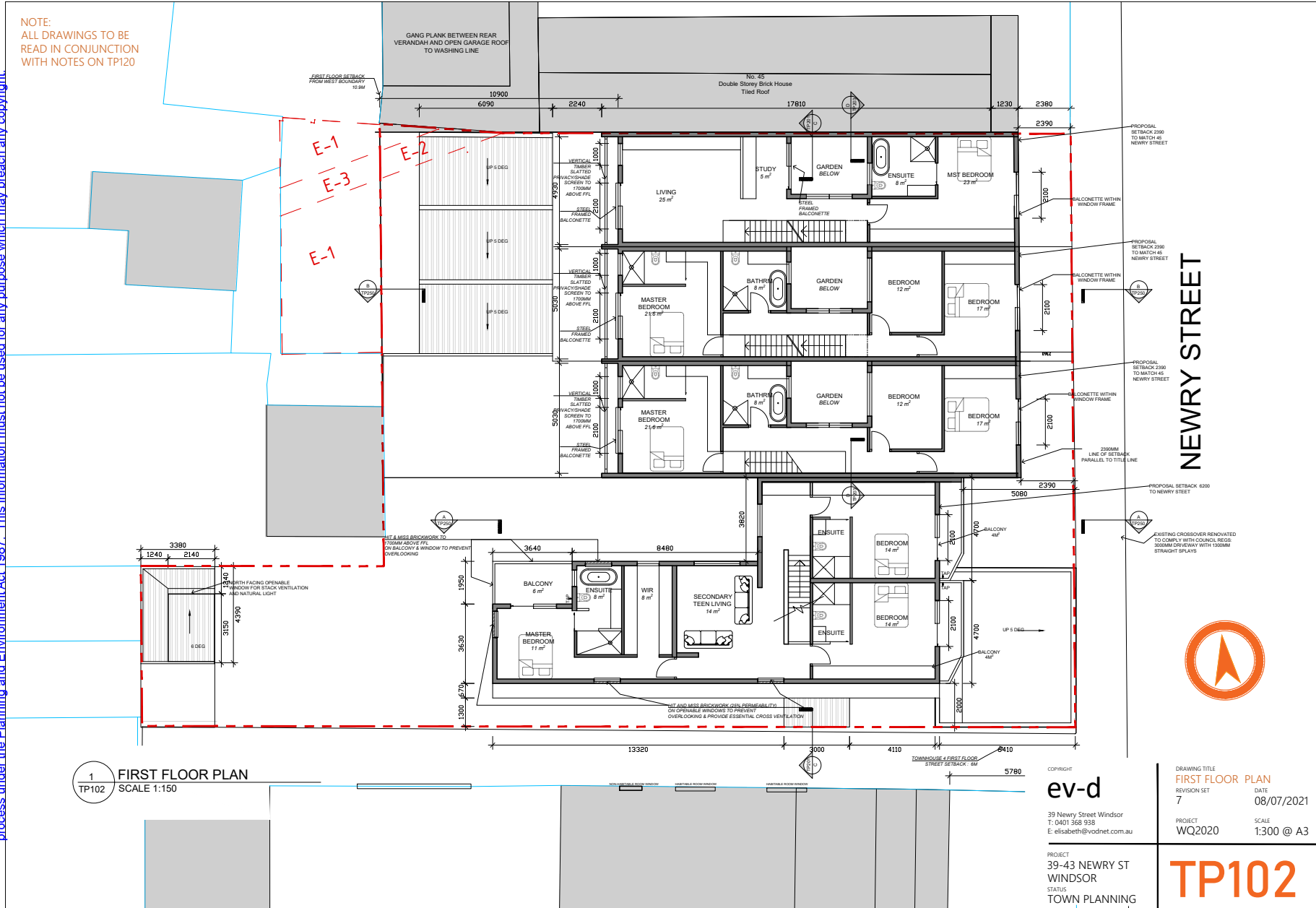
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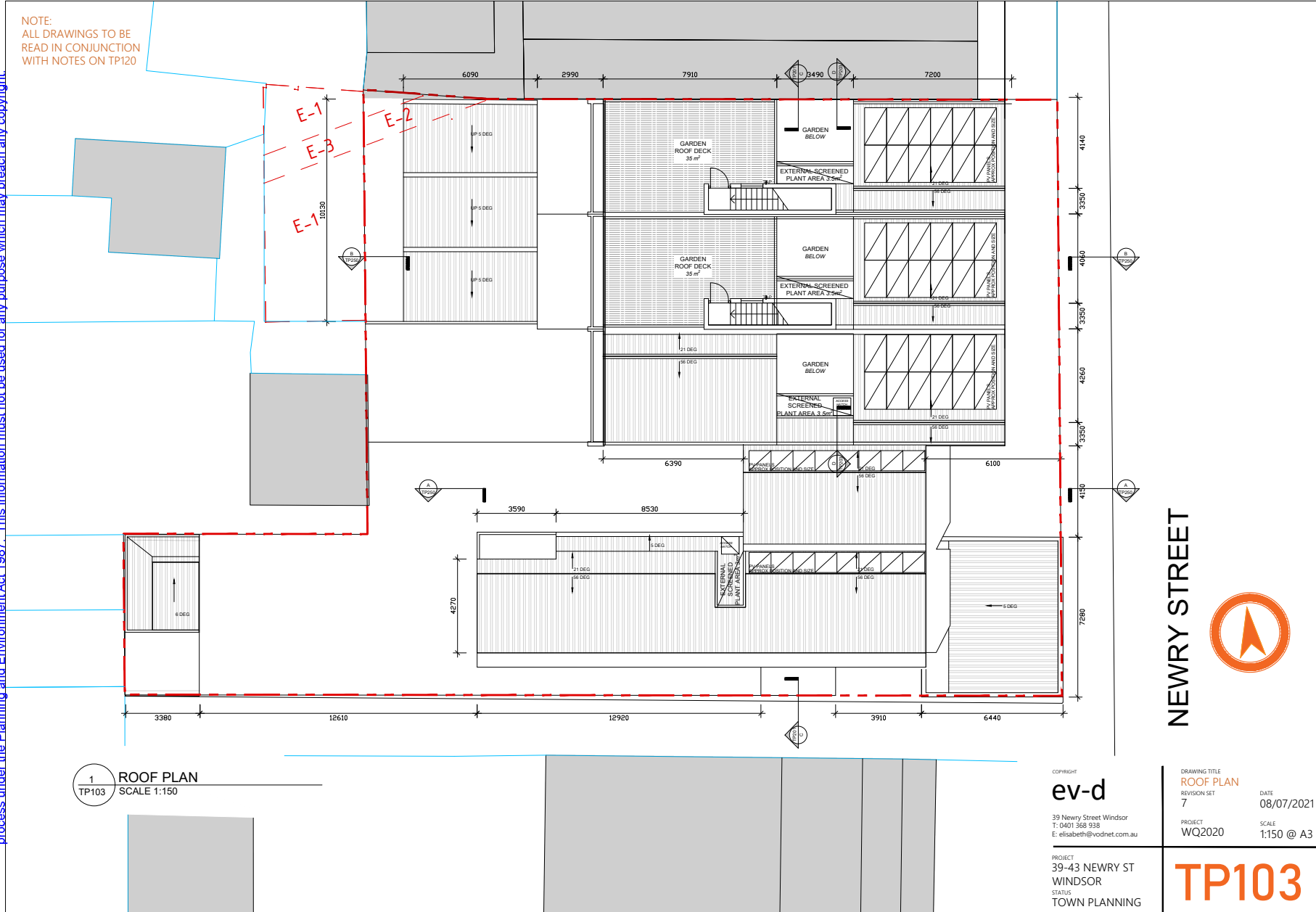
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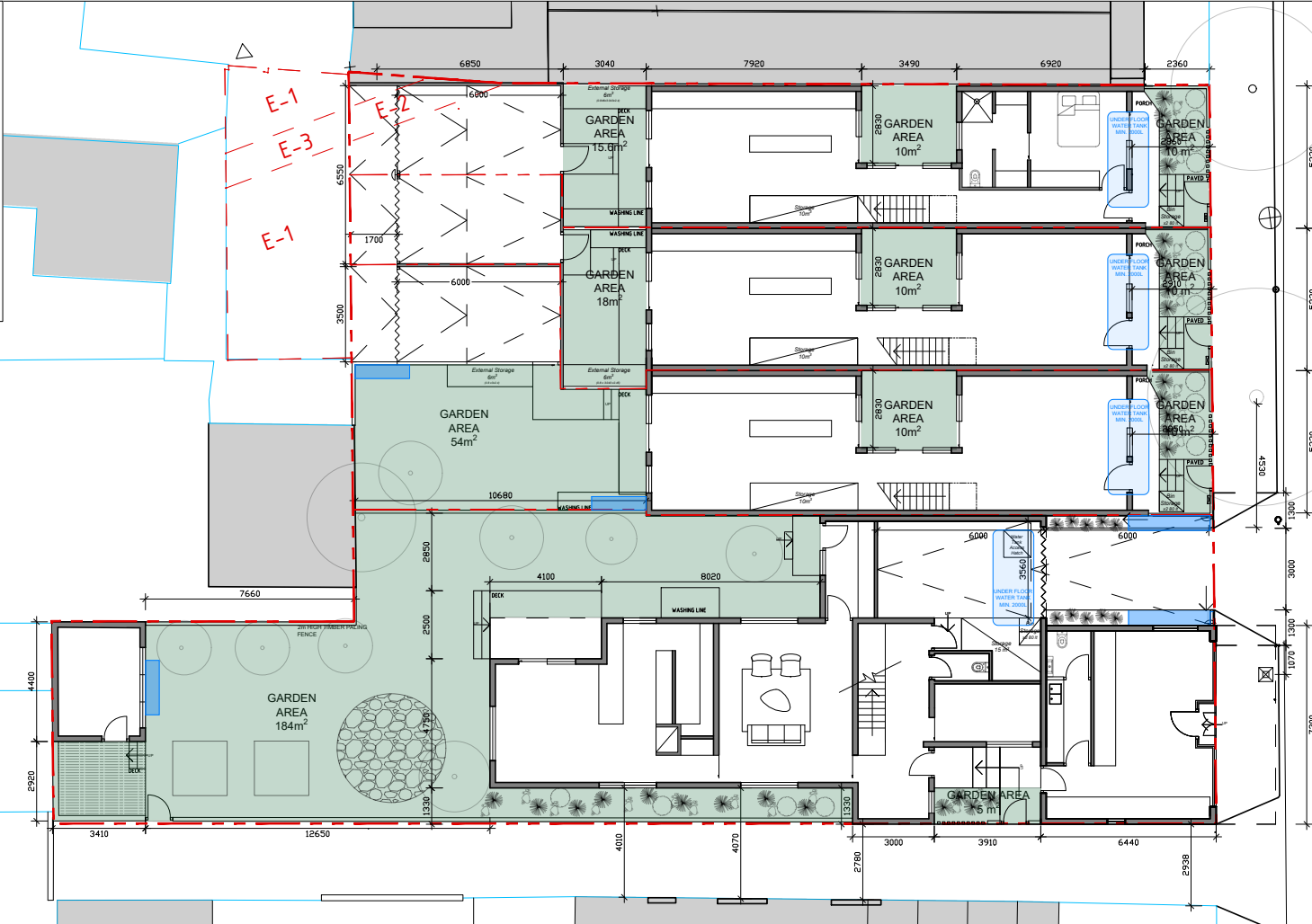


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DEVELOPMENT SUMMARY	
SITE AREA:	938m ²
SITE COVERAGE*:	603m ² (64%)
GARDEN AREA:	335m ² (36%)
DEVELOPMENT BREAKDOWN	
TOWNHOUSE 1	152m ²
SITE COVERAGE*	117m ²
GARDEN AREA	35.6m ²
SPOS	61m ²
TOWNHOUSE 2	151m ²
SITE COVERAGE*	116m ²
GARDEN AREA	38m ²
SPOS	61m ²
TOWNHOUSE 3	195m ²
SITE COVERAGE*	115m ²
GARDEN AREA	75m ²
SPOS	65m ²
TOWNHOUSE 4	440m ²
SITE COVERAGE*	250m ²
GARDEN AREA	189m ²
SPOS	184m ²
*INCLUDES DRIVEWAY ACCESS	



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1 GARDEN PLAN
TP103 SCALE 1:150

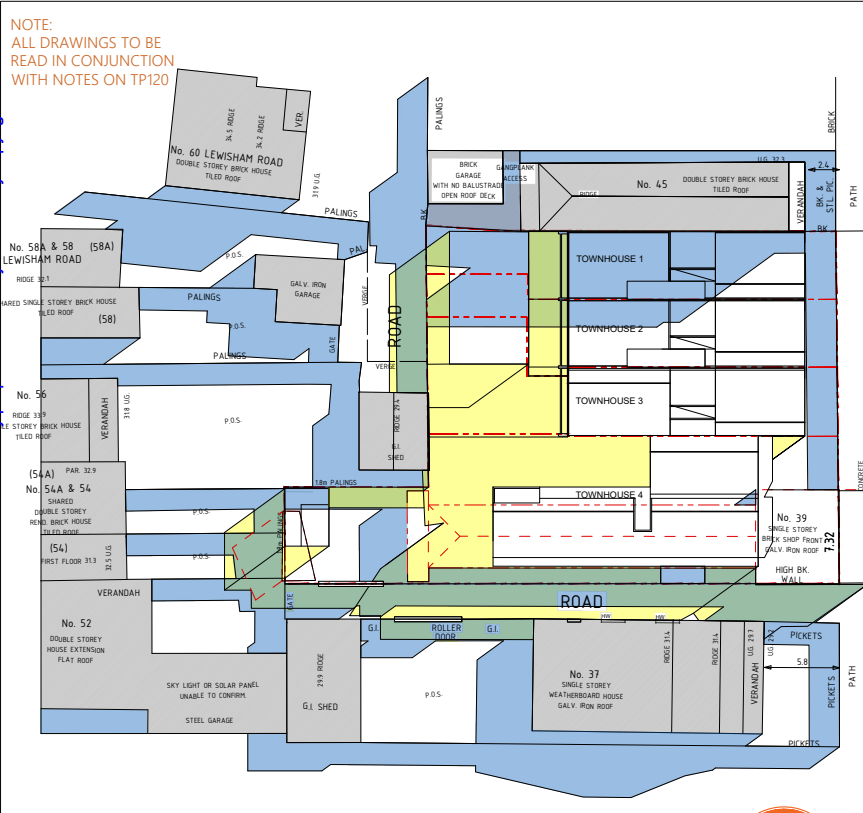
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GARDEN PLAN
REVISION SET
7
DATE
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PROJECT
WQ2020
SCALE
1:150 @ A3

PROJECT
39-43 NEWRY ST
WINDSOR
STATUS
TOWN PLANNING

TP104

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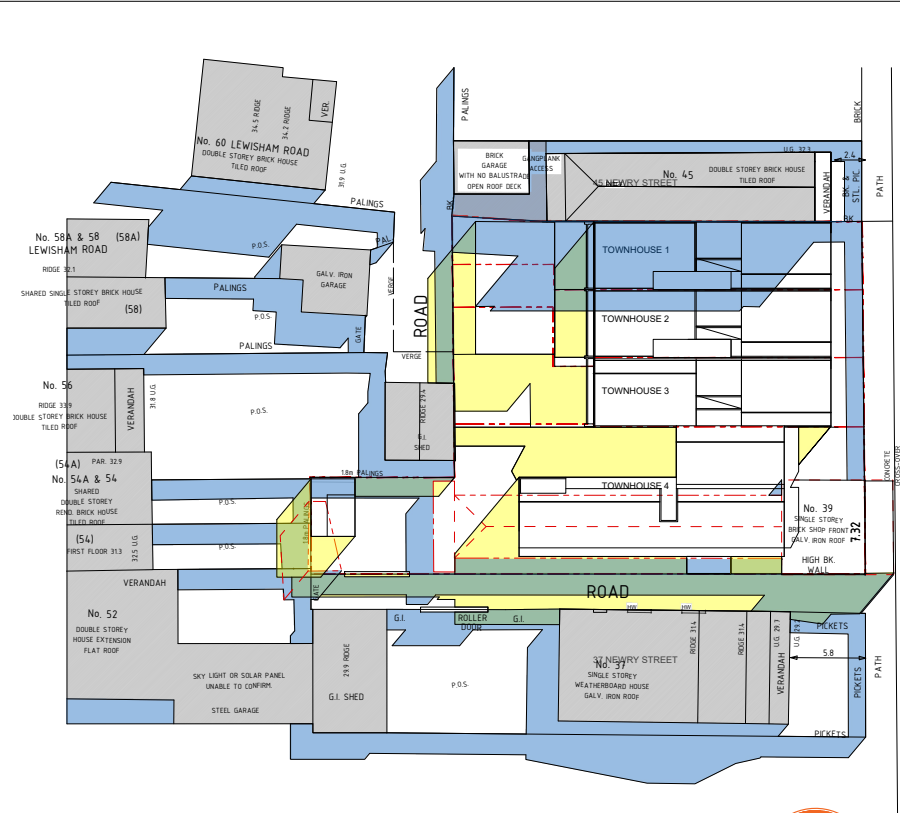


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Property	Time	Area of POS	Current Overshadowing POS	Additional Proposed Overshadowing POS
37 Newry Street	9am	126	0	3.3
54 Lewisham Rd	9am	42	3.6	4.30
54A Lewisham Road	9am	41	0	1.9
37 Newry Street	10am	126	0	0.8
54 Lewisham Rd	10am	42	2.8	1.4
54A Lewisham Road	10am	41	0	1.2
37 Newry Street	11am	126	0	0
54 Lewisham Rd	11am	42	0	0
54A Lewisham Road	11am	41	0	0.5
37 Newry Street	NOON	126	0	0.5
54 Lewisham Rd	NOON	42	0	0
54A Lewisham Road	NOON	41	0	0
37 Newry Street	1pm	126	0	0
54 Lewisham Rd	1pm	42	0	0
54A Lewisham Road	1pm	41	0	0
37 Newry Street	2pm	126	0	0
54 Lewisham Rd	2pm	42	0	0
54A Lewisham Road	2pm	41	0	0
37 Newry Street	3pm	126	0	0
54 Lewisham Rd	3pm	42	0	0
54A Lewisham Road	3pm	41	0	0

1 SEPT 22 SHADOW PLAN 9AM
TP105 SCALE 1:350

- SHADOW CAST BY EXISTING BUILDINGS
- NEW SHADOWS CAST BY PROPOSAL
- NEW AND OLD SHADOW OVERLAP
- EXISTING FOOTPRINT OF 39 NEWRY



2 SEPT 22 SHADOW PLAN 10AM
TP105 SCALE 1:350

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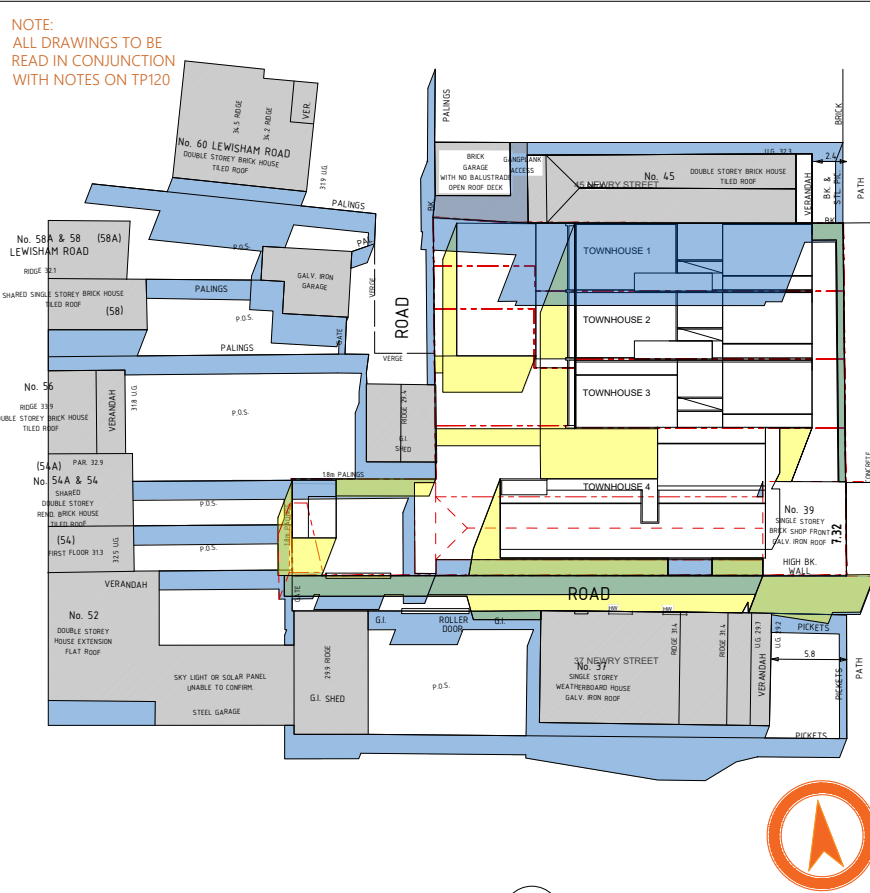
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SHADOW PLAN
REVISION SET
7
DATE
08/07/2021

PROJECT
WQ2020
SCALE
1:350 @ A3

PROJECT
39-43 NEWRY ST
WINDSOR
STATUS
TOWN PLANNING

TP105

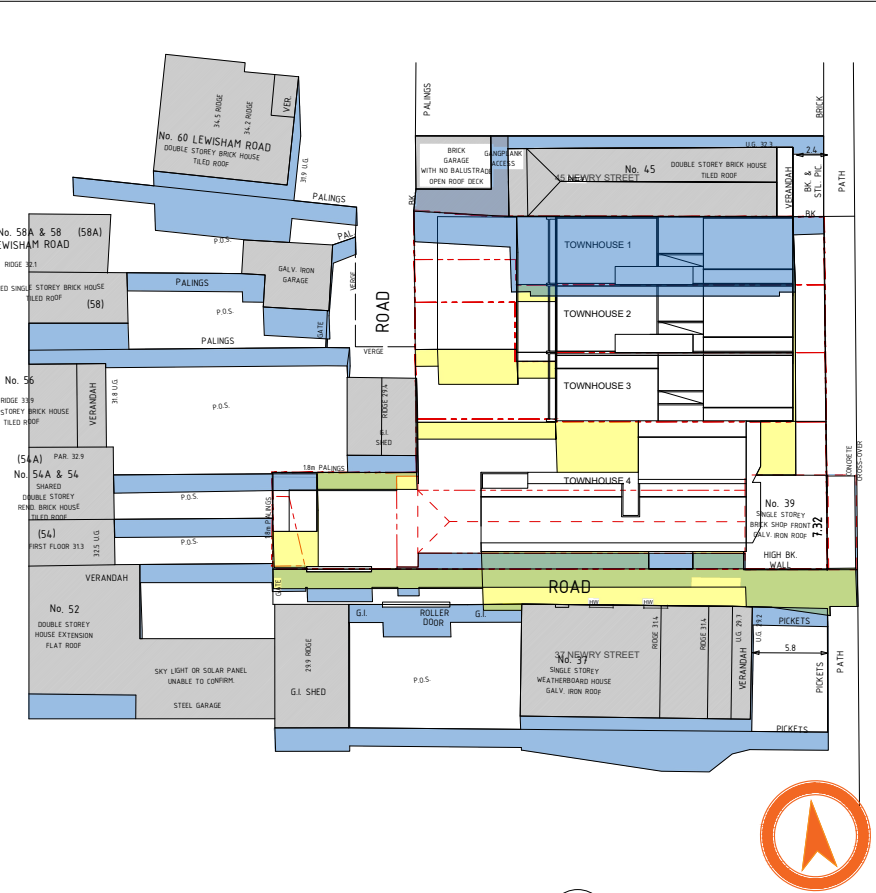
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1 SEPT 22 SHADOW PLAN 11AM
TP106 SCALE 1:350

Overshadowing Summary				
Property	Time	Area of POS	Current Overshadowing POS	Proposed Overshadowing POS
37 Newury Street	9am	126	0	3.3
54 Lewisham Rd	9am	42	3.6	7.9
54A Lewisham Road	9am	41	0	1.9
37 Newury Street	10am	126	0	0.8
54 Lewisham Rd	10am	42	2.8	4.2
54A Lewisham Road	10am	41	0	1.2
37 Newury Street	11am	126	0	0
54 Lewisham Rd	11am	42	0	0
54A Lewisham Road	11am	41	0	0.5
37 Newury Street	NOON	126	0	0.5
54 Lewisham Rd	NOON	42	0	0
54A Lewisham Road	NOON	41	0	0
37 Newury Street	1pm	126	0	0
54 Lewisham Rd	1pm	42	0	0
54A Lewisham Road	1pm	41	0	0
37 Newury Street	2pm	126	0	0
54 Lewisham Rd	2pm	42	0	0
54A Lewisham Road	2pm	41	0	0
37 Newury Street	3pm	126	0	0
54 Lewisham Rd	3pm	42	0	0
54A Lewisham Road	3pm	41	0	0

- SHADOW CAST BY EXISTING BUILDINGS
- NEW SHADOWS CAST BY PROPOSAL
- NEW & OLD SHADOW OVERLAP
- EXISTING FOOTPRINT OF 39 NEWRY



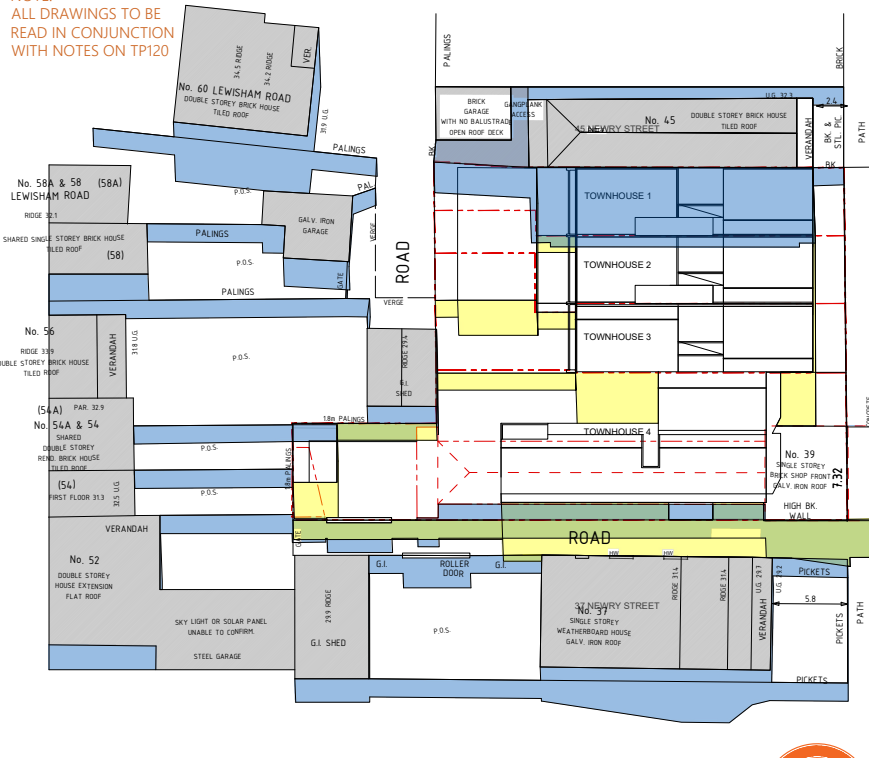
1 SEPT 22 SHADOW PLAN NOON
TP106 SCALE 1:350

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	REVISION SET 7
PROJECT WQ2020	DATE 08/07/2021
PROJECT 39-43 NEWRY ST WINDSOR	SCALE 1:350 @ A3
STATUS TOWN PLANNING	TP106



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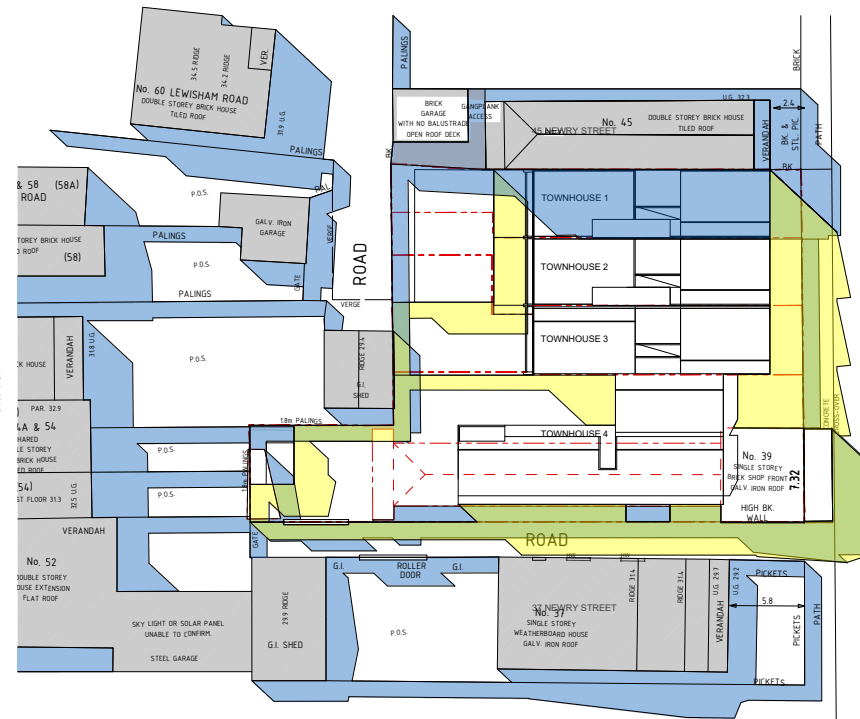
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1 SEPT 22 SHADOW PLAN 1PM
TP107 SCALE 1:350

Overshadowing Summary					
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37 Newry Street	9am	126	0	0%	3.3
54 Lewisham Rd	9am	42	3.6	9%	7.9
54A Lewisham Road	9am	41	0	0%	1.5
37 Newry Street	10am	126	0	0%	0.8
54 Lewisham Rd	10am	42	2.8	7%	4.2
54A Lewisham Road	10am	41	0	0%	1.2
37 Newry Street	11am	126	0	0%	0
54 Lewisham Rd	11am	42	0	0%	0
54A Lewisham Road	11am	41	0	0%	0.5
37 Newry Street	NOON	126	0	0%	0.5
54 Lewisham Rd	NOON	42	0	0%	0
54A Lewisham Road	NOON	41	0	0%	0
37 Newry Street	3pm	126	0	0%	0
54 Lewisham Rd	3pm	42	0	0%	0
54A Lewisham Road	3pm	41	0	0%	0
37 Newry Street	7pm	126	0	0%	0
54 Lewisham Rd	7pm	42	0	0%	0
54A Lewisham Road	7pm	41	0	0%	0
37 Newry Street	3pm	126	0	0%	0
54 Lewisham Rd	3pm	42	0	0%	0
54A Lewisham Road	3pm	41	0	0%	0

- SHADOW CAST BY EXISTING BUILDINGS
- NEW SHADOWS CAST BY PROPOSAL
- NEW & OLD SHADOW OVERLAP
- EXISTING FOOTPRINT OF 39 NEWRY



2 SEPT 22 SHADOW PLAN 2PM
TP107 SCALE 1:350

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SHADOW PLAN

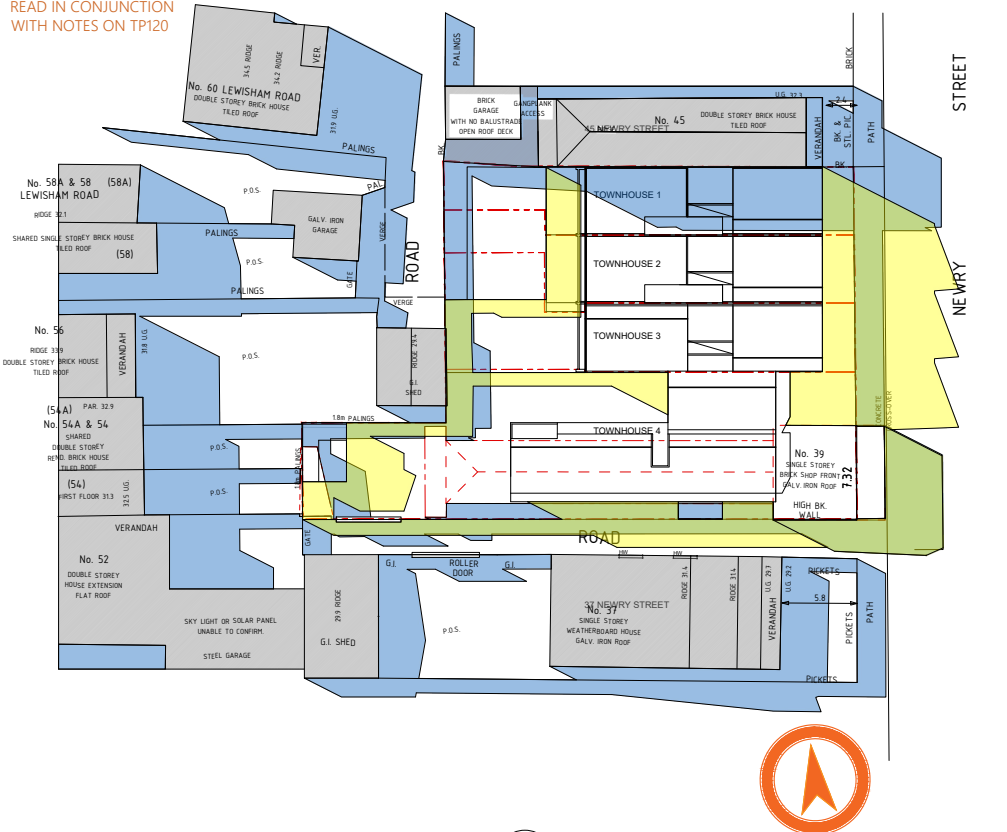
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PROJECT
WQ2020
SCALE
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PROJECT
39-43 NEWRY ST
WINDSOR
STATUS
TOWN PLANNING

TP107

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1 SEPT 22 SHADOW PLAN 3PM
TP108 SCALE 1:350

Overshadowing Summary						
Property	Time	Area of POS	Current Overshadowing POS	Proposed Overshadowing POS		
37 Newry Street	9am	126	0	0%	3.3	2.6%
54 Lewisham Rd	9am	42	3.6	9%	7.9	18.8%
54A Lewisham Road	9am	41	0	0%	1.9	4.6%
37 Newry Street	10am	126	0	0%	0.8	0.6%
54 Lewisham Rd	10am	42	2.8	7%	4.2	10.0%
54A Lewisham Road	10am	41	0	0%	1.2	2.9%
37 Newry Street	11am	126	0	0%	0	0.0%
54 Lewisham Rd	11am	42	0	0%	0	0.0%
54A Lewisham Road	11am	41	0	0%	0.5	1.2%
37 Newry Street	NOON	126	0	0%	0.5	0.4%
54 Lewisham Rd	NOON	42	0	0%	0	0.0%
54A Lewisham Road	NOON	41	0	0%	0	0.0%
37 Newry Street	1pm	126	0	0%	0	0.0%
54 Lewisham Rd	1pm	42	0	0%	0	0.0%
54A Lewisham Road	1pm	41	0	0%	0	0.0%
37 Newry Street	2pm	126	0	0%	0	0.0%
54 Lewisham Rd	2pm	42	0	0%	0	0.0%
54A Lewisham Road	2pm	41	0	0%	0	0.0%
37 Newry Street	3pm	126	0	0%	0	0.0%
54 Lewisham Rd	3pm	42	0	0%	0	0.0%
54A Lewisham Road	3pm	41	0	0%	0	0.0%

- SHADOW CAST BY EXISTING BUILDINGS
- NEW SHADOWS CAST BY PROPOSAL
- NEW & OLD SHADOW OVERLAP
- EXISTING FOOTPRINT OF 39 NEWRY

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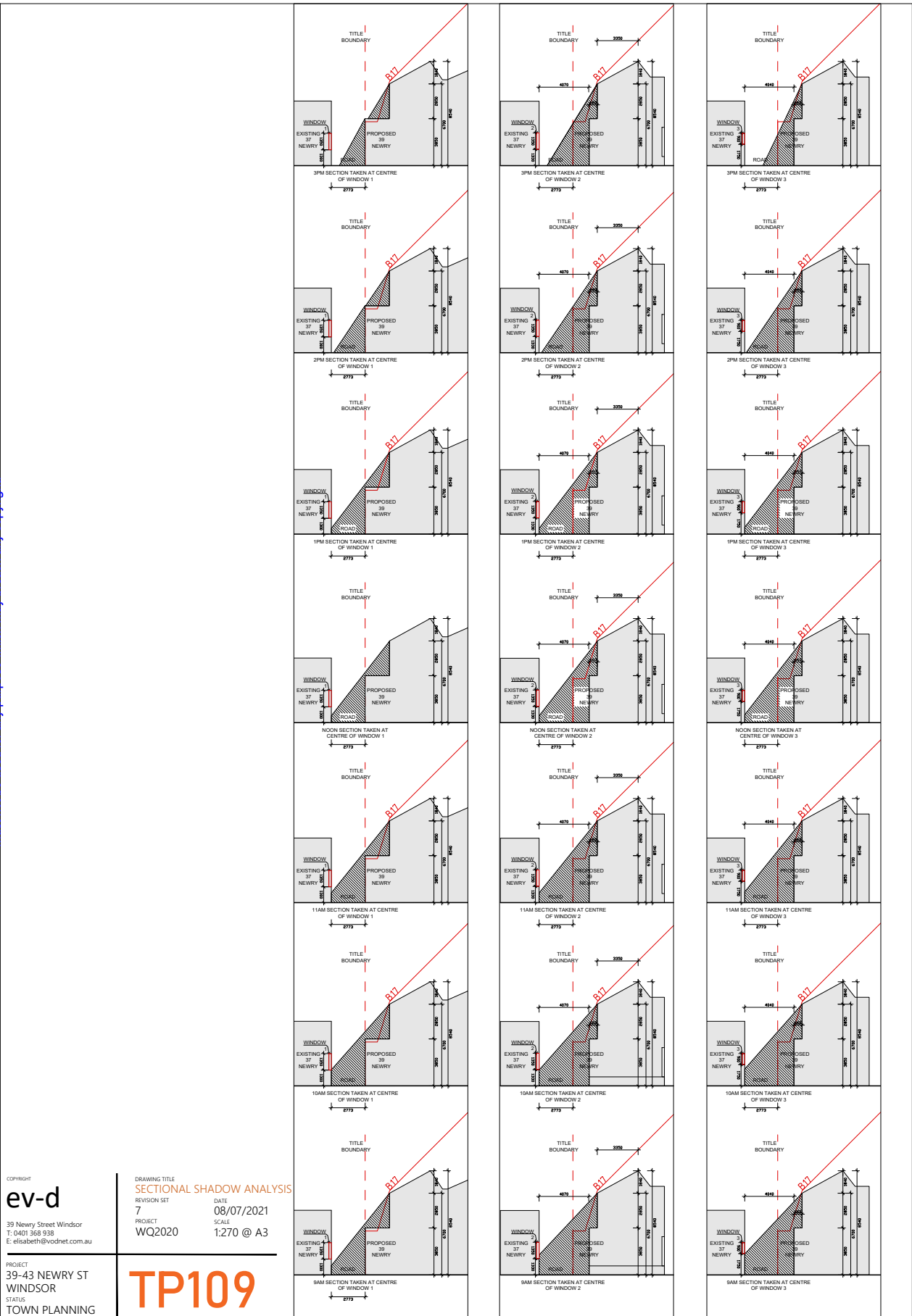
39 Newry Street Windsor
T: 0401 368 938
E: elisabeth@vodnet.com.au

DRAWING TITLE
SHADOW PLAN
REVISION SET
7
DATE
08/07/2021
PROJECT
WQ2020
SCALE
1:350 @ A3

PROJECT
39-43 NEWRY ST
WINDSOR
STATUS
TOWN PLANNING

TP108

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DRAWING TITLE
SECTIONAL SHADOW ANALYSIS
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 7
 PROJECT
 WQ2020

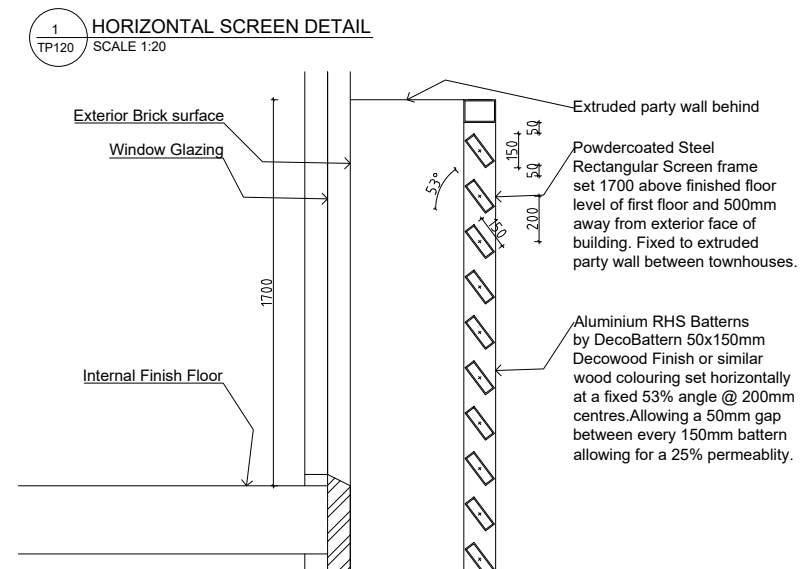
DATE
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 SCALE
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PROJECT
 39-43 NEWRY ST
 WINDSOR
 STATUS
 TOWN PLANNING

TP109

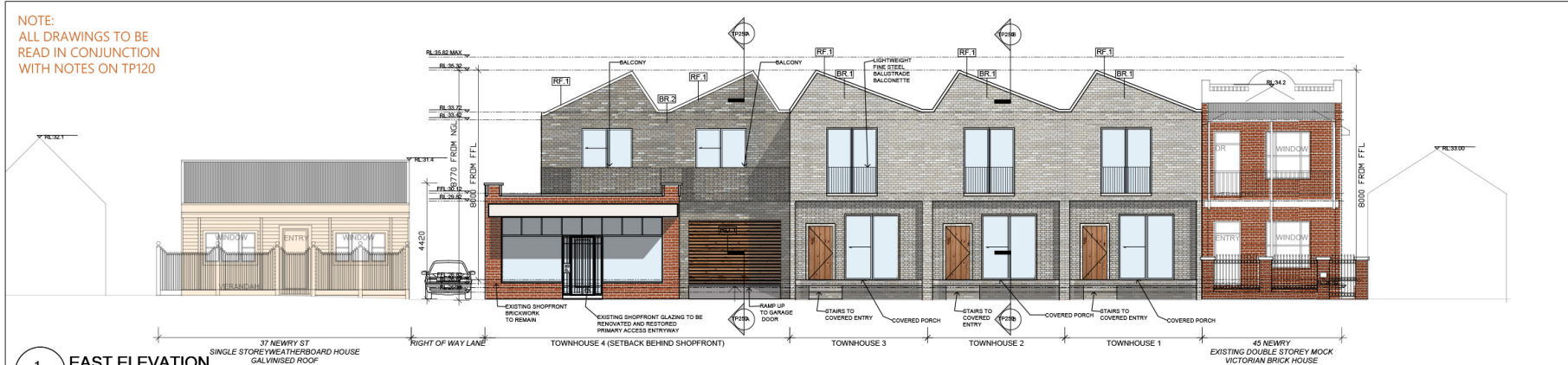
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Notes:			
Area Summary			
Total Site Area	938 m ²		
Total Site Coverage	603 m ² (64%)		
Total Garden Area	335 m ² (36%)		
Area Breakdown			
Town House 1 Total Area	152 m²	Town House 2 Total Area	151 m²
Town House 1 Site Coverage	117 m ²	Town House 2 Site Coverage	116 m ²
Town House 1 Garden Area	35.6 m ²	Town House 2 Garden Area	38 m ²
Town House 1 SPOS	61 m ²	Town House 2 SPOS	61 m ²
Town House 3 Total Area	152 m²	Town House 4 Total Area	151 m²
Town House 3 Site Coverage	117 m ²	Town House 4 Site Coverage	116 m ²
Town House 3 Garden Area	35.6 m ²	Town House 4 Garden Area	38 m ²
Town House 3 SPOS	61 m ²	Town House 4 SPOS	61 m ²
Manufacturing Specifications			
Fencing	All site fencing to be 1700mm high unless otherwise noted		
Timber Screens	All external timber screens to comply with Standard B22 and have no greater transparency than 25% as detailed in 1 & 2 of TP120		
SDA Specifications			
Windows	All windows will be double glazed and where applicable openable and fly screened as per SDA report		
Doors	Magnetic doorstops on large bedroom doors to facilitate cross ventilation		
Mechanical Exhausts	Kitchens to have dedicated exhaust fan to vent directly to exterior. Bathroom & Laundry areas to have exhaust fans.		
Volatile Organic Compounds	All paints, adhesives and sealants and flooring will not exceed limits outlined in the SDA Appendix 4. Alternatively, products with no VOCs will be selected.		
Formaldehyde Minimisation	All engineered wood products will have 'low' formaldehyde emissions, certified as E0 or better.		
Acoustic Comfort	Acoustic comfort will be achieved in the townhouses by internal ambient Noise levels. The dwellings will be constructed to ensure good acoustic separation between spaces and limit the transmission of undesirable external noise via double glazing and acoustically rated building materials.		
Heating and Cooling	Heating and cooling in the dwellings will be provided by reverse-cycle systems with a minimum energy efficiency rating of 5 stars (or within one energy efficiency star of the best available of the capacity of the specified system).		
Hot Water	Hot water will be supplied to each townhouse through individual, high efficiency solar/electric heat pump system. The heat pump(s) will have a high COP and all delivery pipework will be highly insulated to reduce losses. In conjunction with the solar PV system, this will allow for an energy efficient hot water system.		
External Lighting	External lighting will incorporate controls (e.g. light sensors, timers) to minimise energy consumption when lighting is not required.		
Internal Lighting	Lighting in at least 90% of the development will generally be high- efficiency LED fittings designed to achieve a 20% reduction from the 2019 NCC maximum illumination power densities as specified in Table J6.2a of NCC 2019 Volume 1.		
Energy Efficient Appliances	Any appliances provided in the development as part of the base building work (e.g. dishwashers) will be selected within one energy rating star of the best available.		
Renewable Energy Systems	The development will host a minimum 12kW solar PV system for renewable energy generation (3kW for each townhouse). Typically, this is achieved by installing, for example, 48 x 250W panels of 1m x 1.6m each.		
Water Fixtures and Fittings	Toilets 4 star, Taps 5 star, showerheads 4 star, building works water appliances to be WELS one star		
Landscaping	All non-food production landscaping to be constructed on xeriscape principles		
WSUD Specifications			
Rainwater tanks	To be a minimum of 2000L per town house. Stored to be used for toilet flush and landscape irrigation		
General Note: All plans to be read in conjunction with the SDA report, landscape plan, arborist report and traffic report in this application.			

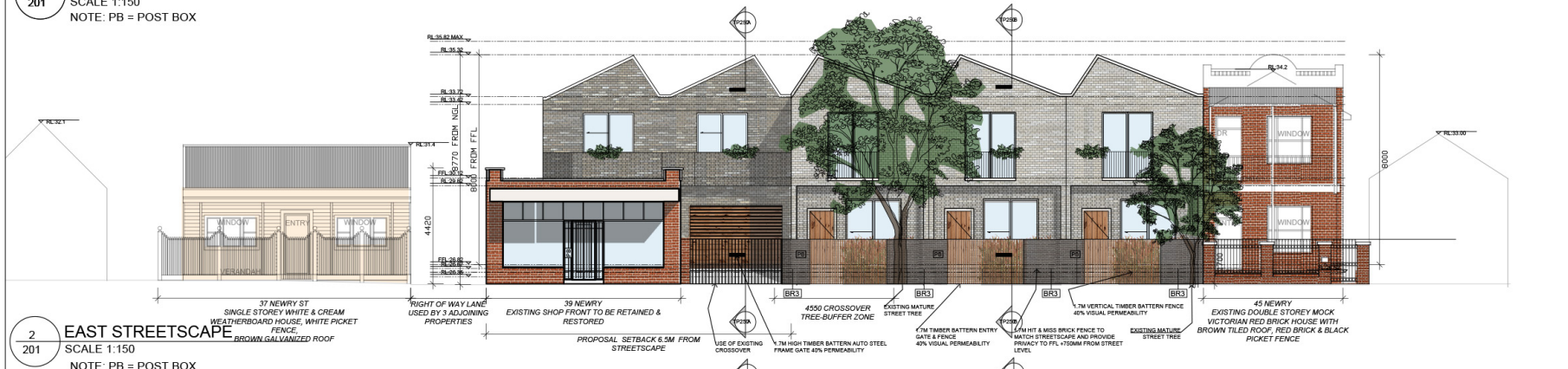


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	PROJECT WQ2020	SCALE N/A
PROJECT 39-43 NEWRY ST WINDSOR STATUS TOWN PLANNING		TP120

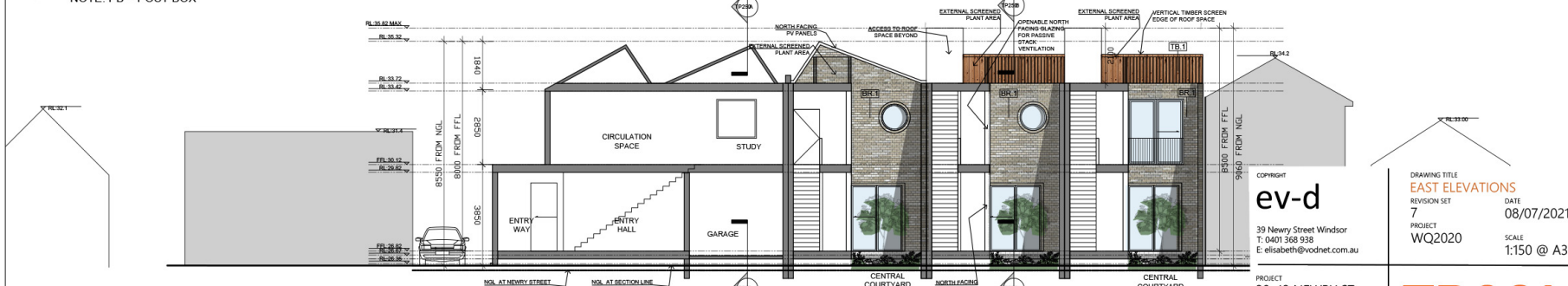
NOTE:
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READ IN CONJUNCTION
WITH NOTES ON TP120



1 EAST ELEVATION
SCALE 1:150
NOTE: PB = POST BOX



2 EAST STREETSCAPE
SCALE 1:150
NOTE: PB = POST BOX



3 SECTION C/C
SCALE 1:150

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DRAWING TITLE
EAST ELEVATIONS
REVISION SET
7
DATE
08/07/2021
PROJECT
WQ2020
SCALE
1:150 @ A3

PROJECT
39-43 NEWRY ST
WINDSOR
STATUS
TOWN PLANNING

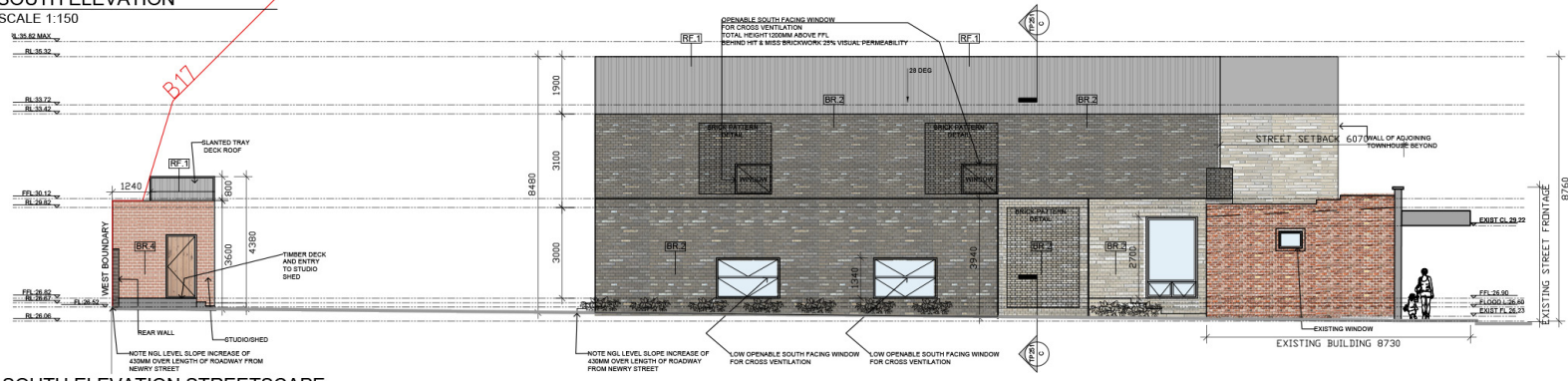
TP201

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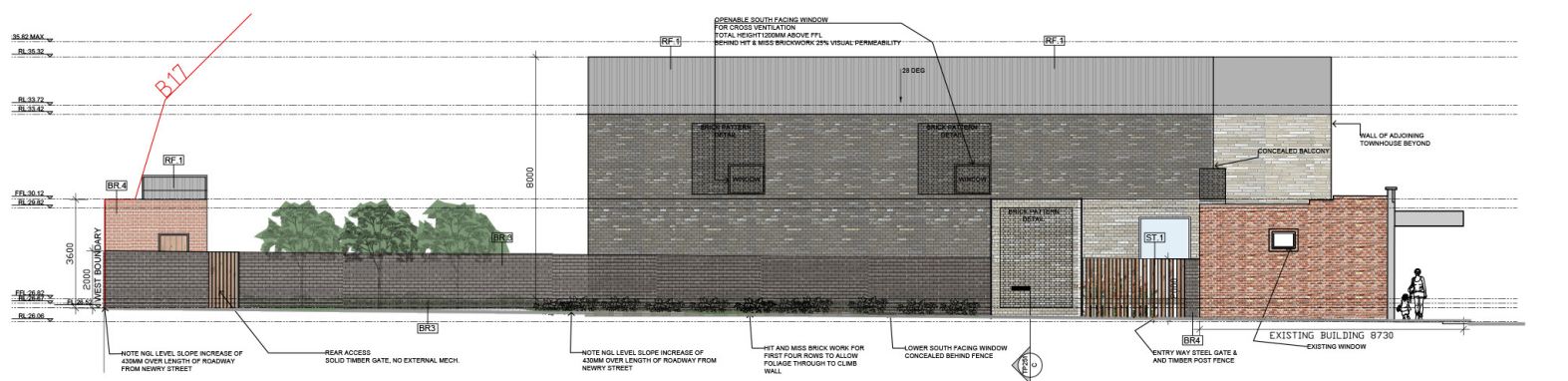
1 SOUTH ELEVATION

202 SCALE 1:150



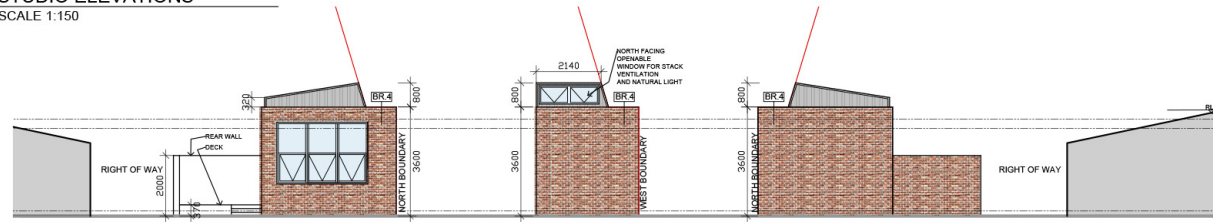
2 SOUTH ELEVATION STREETScape

202 SCALE 1:150



3 STUDIO ELEVATIONS

202 SCALE 1:150



EAST ELEVATION

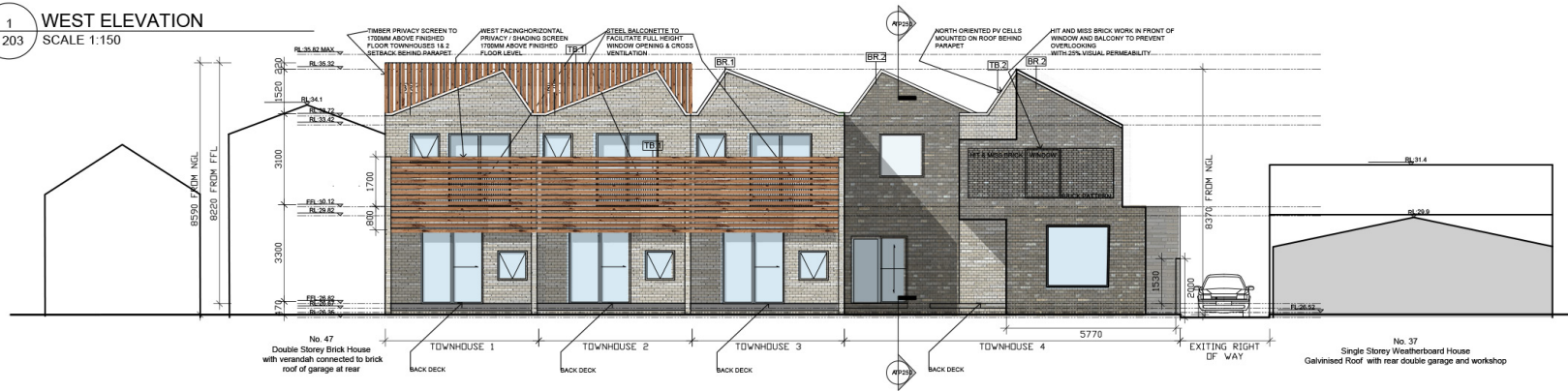
NORTH ELEVATION

WEST ELEVATION

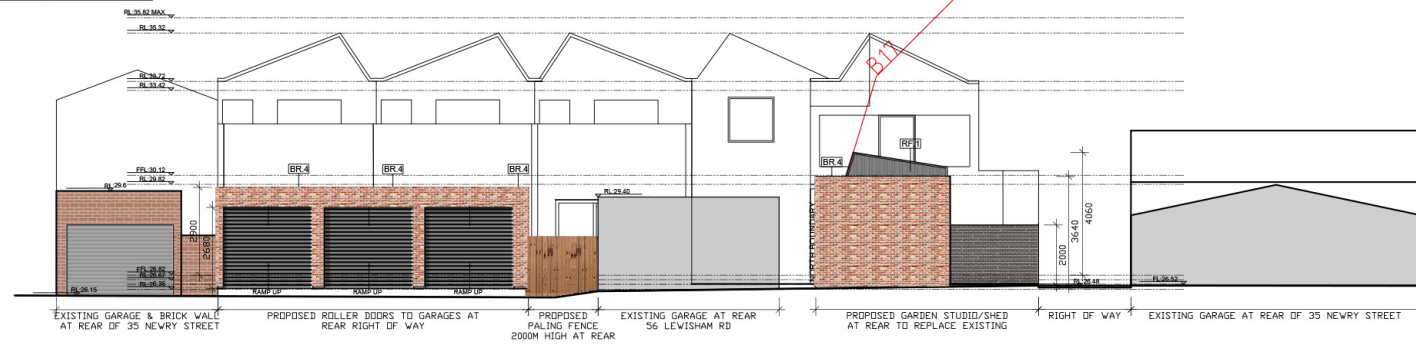
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	REVISION SET 7 DATE 08/07/2021
PROJECT WQ2020	SCALE 1:150 @ A3
PROJECT 39-43 NEWRY ST WINDSOR STATUS TOWN PLANNING	TP202

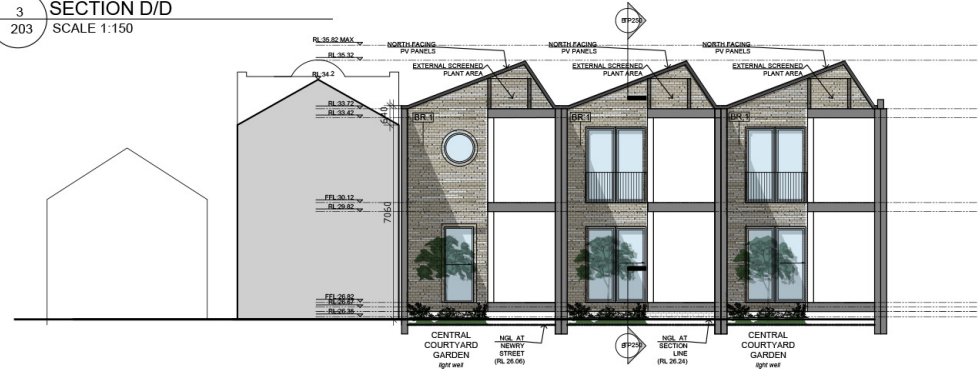
1 WEST ELEVATION
203 SCALE 1:150



2 WEST ELEVATION (FROM LANE)
203 SCALE 1:150



3 SECTION D/D
203 SCALE 1:150



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PROJECT
39-43 NEWRY ST
WINDSOR
STATUS
TOWN PLANNING

DRAWING TITLE
WEST ELEVATIONS
REVISION SET
7
DATE
08/07/2021
PROJECT
WQ2020
SCALE
1:150 @ A3

TP203

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1 SECTION AA
SCALE 1:150



2 SECTION BB
SCALE 1:150



3 NORTH ELEVATION
SCALE 1:150



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PROJECT
39-43 NEWRY ST
WINDSOR
STATUS
TOWN PLANNING

DRAWING TITLE
SECTIONS
REVISION SET
7
PROJECT
WQ2020
DATE
08/07/2021
SCALE
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TP250

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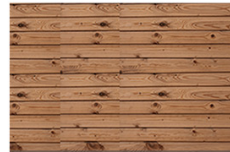
BR1 Krause Ghost Emperor Brick or similar



BR2 Krause Grey Brick or similar



**RD 1
Steel Roller Door
ColourBond Monument**



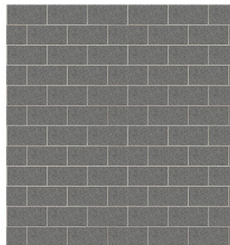
**RD 2
Timber Finish Roller Door**



**RF 1
Tray Deck Roof
ColourBond Dune**



**BR 4
Red Brick recycled
from site building
with lime wash**



**BR 3
Grey Block Work
Fencing Smooth
Faced**



**TB 1
Vertical Timber
Balustrade**



**TB 2
External Timber
Privacy/Sun Screener**



**ST 1
Vertical Timber Bat
Gate and Fence**

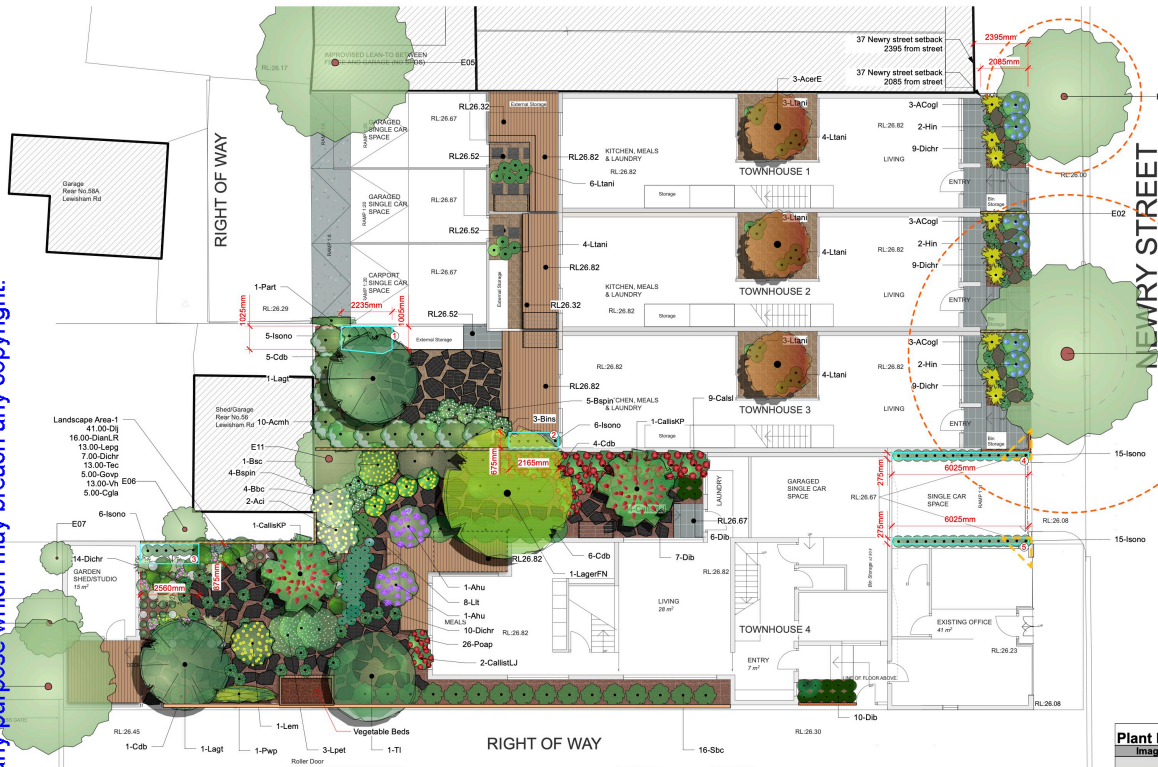
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MATERIALS SCHEDULE
REVISION SET
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DATE
7/8/2021
PROJECT
WQ2020
SCALE
N/A

PROJECT
39-43 NEWRY ST
WINDSOR
STATUS
TOWN PLANNING

TP300

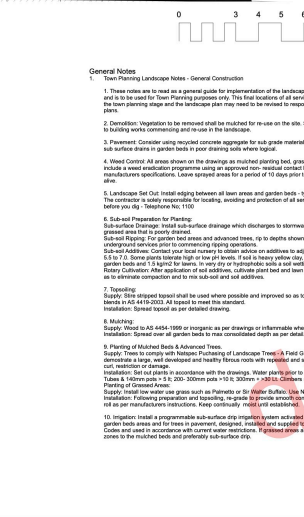
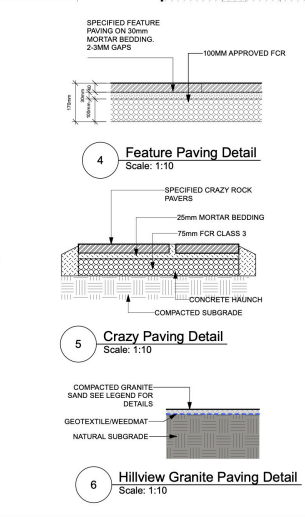
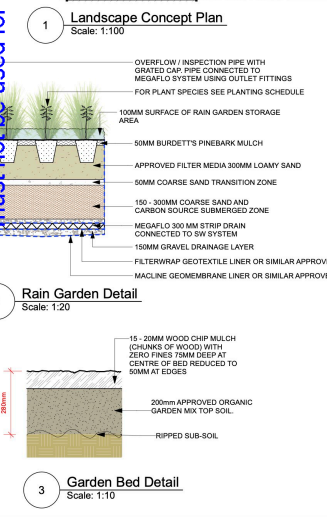
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LEGEND
Existing Tree To Be Retained
Proposed Tree To Be Removed
Proposed Level
Mulched and irrigated Garden Bed...
Lawn
Pedestrian Feature Paving Finished impermeable
Deck
14:20mm Hillview Granite Screenings Finished permeable
Concrete Paving Finished impermeable
High Timber Fence
Rain Gardens
Rain Garden Size: 1.25 sqm, 1.15 sqm, 3.23 sqm, 4.17 sqm, 5.17 sqm

- Progress approvals & Inspections
Builder to be responsible for arranging progressive landscape works inspections and certificates.
Pre-commencement to record condition of existing works and drainage system.
During works: Weekly (date and time to be agreed)
Compliance Certificate: minimum 7 days notice
Establishment Period: each 3 months (date and time to be agreed)
Final Hand-over: minimum 14 days notice
Compliance Certificate and final hand-over
(1) Compliance Certificate
Builder to give 7 days notice of intended completion, and arrange a site inspection. A Certificate of Hand-over will be issued when ALL landscape works described or implied by the approved landscape documents are complete and ALL defects rectified to the satisfaction of the Landscape Architect and the Project Manager.

EXISTING TREE SCHEDULE (See Arboriculture report)
Table with columns: Tree No, Genus/Species, Common Name, Height, Canopy, Calliper, Condition, Significance, Action/Comment.



Plant List
Table with columns: Image, ID, Qty, Common Name, Botanical Name, Scheduled Size, Mature Height, Mature Spread.

memLa logo
Project details: 39-43 Newry Street Windsor
Project No: 2483
Date: 28/1/21
Author: memLa
Project Manager: memLa

8.2 Planning Application 0277/21 - 627 Chapel Street, South Yarra

Manager Statutory Planning: Alex Kastaniotis

Director Planning & Place: Annaliese Battista

Purpose of Report

For Council to consider a planning application for use of the land for the sale and consumption of liquor in association with the use of the tenancies as food and drink premises (restaurant and cafe) (as of right) in the Activity Centre Zone and a reduction in the bicycle parking requirements at Ground and Floor 1, 627 Chapel Street, South Yarra.

Abstract

Proposal

The application relates to the two retail tenancies at ground and first floor (currently under construction in accordance with Planning Permit No. 565/18). The application proposes a restaurant and cafe liquor license for both tenancies.

Tenancy 'A' on the Chapel Street frontage is proposed to be used as a restaurant (as of right) over two levels, operating from 7am to midnight, seven days a week. The maximum number of patrons is 375.

Tenancy 'B' on the Daly Street frontage is proposed to be used as a cafe (as of right), operating from 7am to midnight, seven days a week. The maximum number of patrons is 86.

Officer Recommendation Summary

That Council authorise Officers to issue a **Notice of Decision** subject to conditions outlined in the Officer Recommendation. **The proposal is supported** for the following reasons:

- The proposal is consistent with the requirements of Clause 22.10 (Licensed Premises Policy) and Clause 52.27 (Licensed Premises).
- The proposal will not have an unreasonable impact on the amenity of the area, including nearby residential properties.

Issues

The following are the key issues in respect of this application:

- Amenity impacts on surrounding residential properties.

Officer's response

The subject site is located within the Chapel Street Activity Centre. Relevant planning policy encourages licensed premises within activity centres, whilst acknowledging that the licensed premises must be appropriately managed to minimise adverse amenity impacts on the surrounding area, including residential uses.

Due to the nature of restaurant and café liquor licenses, which requires seating for at least 75% of patrons and that the predominant activity carried out on premises is the preparation and serving of meals, they are considered to be lower risk premises.

Overall, it is considered that the proposal will not result in unreasonable amenity impacts on the area. The proposal can be appropriately managed by the conditions in the recommendation if a permit is to issue.

Executive Summary

Applicant:	Goldfields c/o Urbis
Ward:	North
Zone:	Activity Centre Zone – Schedule 1 (ACZ1)
Overlay:	Incorporated Plan Overlay – Schedule 3 (IPO3) Environmental Audit Overlay
Date Lodged:	19 April 2021
Statutory Days: (as at Council Meeting date)	106
Trigger for Referral to Council:	More than 7 objections
Patron Numbers	Tenancy 'A' – 375 patrons (345 internally and 30 externally) Tenancy 'B' – 86 patrons (62 internally and 24 externally)
Cultural Heritage Plan	No
Number of Objections:	12
Consultative Meeting:	Yes – held on 4 August 2021
Officer Recommendation	Notice of Decision to Grant a Planning Permit

Background

The Proposal

The plans that form part of the basis of Council's consideration were prepared by Cox Architecture and are known as drawing number A28-012 (Red Line Plan – Ground) and A28-014 (Red Line Plan – Level 1), Council date stamped 31 May 2021. Noise and Amenity Action Plans have also been prepared for both tenancies by Urbis, Council date stamped 31 May 2021.

The proposal is for the use of the land for the sale and consumption of liquor, comprising of two separate restaurant and café liquor licenses in association with the use of the tenancies as food and drink premises. Key features of the proposal are:

- Tenancy 'A':
 - The tenancy is located on the Chapel Street frontage and is proposed to be used as a restaurant (as of right) over two levels.
 - Operating from 7am to midnight, seven days a week.
 - A total of 375 patrons are proposed to be housed at the premises. Comprising of 150 patrons at ground floor, 30 patrons in the external dining area on Chapel Street and 195 patrons at first floor.
 - Proposed to operate with 15 staff.
- Tenancy 'B':

- This tenancy is located on the Daly Street frontage at ground floor only and is proposed to be used as a cafe (as of right).
- Operating from 7am to midnight, seven days a week.
- A total of 86 patrons are proposed to be housed at the premises. Comprising of 62 patrons internally and 24 patrons in the external dining area on the Daly Street frontage.
- Proposed to operate with 5 staff.
- No live music or DJ's are proposed, there will be background music only.
- Waste will be stored on site within the waste storage area adjacent to the loading bay and collected by a private contractor.
- Five car parking spaces in the basement are shown as allocated to the two retail tenancies within the development at 627 Chapel Street.
- No buildings and works or signage is proposed as part of this application.

Site and Surrounds

The site is located on the south-western corner of the intersection of Chapel Street and Daly Street, South Yarra. The site has the following significant characteristics:

- The site is located within the Chapel Street Activity Centre, within the Forrest Hill sub precinct. The Chapel Street precinct comprises of a variety of uses including shopping, offices, civic, cultural, entertainment and residential use and development.
- The subject site comprises of Tenancy 'A' and Tenancy 'B' which are located at ground and first floor of the 24 level commercial building currently under development at 627 Chapel Street in accordance with Planning Permit No. 565/18. The building is approved to be used as office and retail. The main entry to the upper level office tenancies within the building is via the large lobby on the Daly Street frontage. The building also has 109 bicycle parking spaces and 135 car parking spaces over 5 basement levels.
- The building at 627 Chapel Street occupies an irregular shaped lot with a frontage of 25.92 metres to Chapel Street on the eastern side, 56.19 metres frontage to Daly Street on the northern side, and abutments to Almeida Crescent on the southern and western frontages.
- Tenancy 'A' is located on the frontage to Chapel Street at ground and first floor. The ground floor has a floor area of 246 square metres and the first floor is 301 square metres.
- Tenancy 'B' is located on the Daly Street frontage at ground floor. The tenancy has a floor area of 94 square metres.
- To the north on the opposite side of Daly Street is 2 Daly Street which is occupied by the former tramways sub-station currently used as a shop and 641 Chapel Street occupied by the Olsen Hotel.
- To the east on the opposite side of Chapel Street is a 12-storey residential apartment building at 650 Chapel Street.
- To the south on the opposite side of Almeida Crescent is the 'Capitol Grand' development at 241-243 Toorak Road, comprising of three levels of shops and two residential towers above, and the 'Ilk' development at 299 Toorak Road which is a mixed use building with commercial uses at lower levels and apartments above.
- To the west on the opposite side of Almeida Crescent is 7 Almeida Crescent. The site is occupied by a two-storey commercial building.

Previous Planning Application/s

A search of Council records indicates the following relevant planning applications:

- Planning Permit No. 565/18 for construction of a mixed-use building for use as office, retail and bar; sale and consumption of liquor (on-premises); variation to the design requirements of the Activity Centre Zone; variation to an easement; reduction of the car parking requirements; and advertising signage was issued on 26 June 2019 in accordance with VCAT Order P38/2019. Works are currently being undertaken on site in accordance with this permit.

Condition 13 of the permit requires that the owner enters into a Section 173 agreement with the Responsible Agreement that includes a requirements for the owner to allow free and unimpeded public access over the 3 metre wide easement located on private property along the Chapel Street frontage at all times. The proposed areas of footpath trading on the Chapel Street frontage do not encroach into this easement.

A number of amendments have been sought to this permit. This includes most recently an amendment sought pursuant to Section 87A of the Act for the inclusion of a licensed bar on the roof of the building and consequential built form modifications. This amendment was recently approved by VCAT on 12 August 2021 in accordance with VCAT order P3/2021. The bar has been approved with a maximum of 190 patrons and is permitted to operate 12pm to 11pm Sunday to Wednesday and 12pm to 12am Thursday to Saturday.

The Title

The site is described on Certificate of Title Volume 9678 Folio 315 / Lot 1 on Title Plan 577968R. The site is affected by two easements, as follows:

- E1 – a triangular shaped easement extending along the western portion of the southern boundary. Planning Permit No. 565/18 removes this easement.
- E2 – is a 3 metre wide easement along the Chapel Street frontage. E2 is a carriageway easement in favour of Council.

Registered on the relevant land title there is an Agreement pursuant to Section 52A of the Town and Council Planning Act 1963. The Agreement specifies a number of requirements, including the creation of E2, the annexure and handing to Council of a portion of land at the rear of 209 Toorak Road (which was then in common ownership) and agreements regarding road construction.

There is no proposed change to the above agreement and the proposal will not breach any restrictions on title.

Planning Controls

The following controls/permit triggers are considerations for this application:

Zone

Clause 37.08 – Activity Centre Zone

Pursuant to Clause 37.08-2 (Table of Uses) land uses are detailed in Schedule 1. Pursuant to Schedule 1 a permit is not required for a food and drink premises on the condition that it is located at ground or first floor. This condition is met for both tenancies, therefore a permit for the use is not required.

Overlays

Clause 43.03 – Incorporated Plan Overlay

Pursuant to Clause 43.03-1 a permit granted must be generally in accordance with the incorporated plan, unless a schedule to this overlay specifies otherwise. Pursuant to Clause

1 of Schedule 3 the provisions of this overlay only applies to licensed hotels, taverns and nightclubs, the proposal is not for one of these uses therefore this provision is not applicable.

Clause 45.03 – Environmental Audit Overlay

Pursuant to Clause 45.03-1, before the commencement of a sensitive use, an environmental audit must be undertaken. Food and drink premises are not considered a “sensitive use”, the requirements under this provision are therefore not applicable.

Particular Provisions

Clause 52.06 - Car Parking

Clause 52.06-2 states that before a new use commences, the number of car parking spaces required under Clause 52.06-5 must be provided. Clause 52.06-3 states that a permit is required to reduce these requirements. As part of Planning Permit No. 565/18 a car parking reduction was considered for the development on the site, including the retail tenancies. The term ‘retail’ includes shop and food and drink premises, both of which generate the same car parking rate of 3.5 spaces to each 100sqm of leasable floor area. The onsite car parking requirement for the use has therefore been addressed under Planning Permit No. 565/18.

A planning permit is not required pursuant to Clause 52.06.

Clause 52.27 – Licensed Premises

Pursuant to Clause 52.27 a permit is required to use land to sell or consume liquor if a license is required under the Liquor Control Reform Act 1998. Accordingly, a permit is required for the restaurant and café liquor license’s associated with the food and drink premises. The application is seeking two licenses under the one permit application.

Clause 52.34 – Bicycle Facilities

Pursuant to Clause 52.34-1 a new use must not commence until the required bicycle facilities are provided on the land in accordance with the requirements at Clause 52.34-5. Pursuant to Clause 52.34-2 a permit is required to reduce the requirements of Clause 52.34-5. A restaurant has a specific requirement for bicycle facilities. The proposed uses generate a requirement for 11 bicycle spaces. 5 spaces are provided on site for the restaurants, therefore a reduction of 6 bicycle parking spaces is required.

Relevant Planning Policies

Clause 11.03-1S – Activity Centres
Clause 17 – Economic Development
Clause 21.04 – Economic Development
Clause 22.10 – Licensed Premises Policy
Clause 65 – Decision Guidelines

Advertising

The application has been advertised pursuant to Section 52 of the Planning and Environment Act 1987 by sending notices to the owners and occupiers of adjoining land and by placing 2 signs on the site. The public notification of the application has been completed satisfactorily.

The site is located in North Ward and objections from 12 different properties have been received. The objections are summarised as follows:

- Impacts of noise emanating from the site.
- Impact of additional foot and traffic congestion in the area.

- Use of the external area for consumption of alcohol, a number of objectors have suggested that the outdoor dining areas shouldn't be occupied after 11pm.
- Proximity of the venue to residential properties and the amenity impacts on the dwellings.
- General concerns with the consumption of alcohol in the Chapel Street Precinct and anti-social behavior.

A Consultative Meeting was held on 4 August 2021. The meeting was attended by Mayor Hely and Councillor Koce, representatives of the applicant, objectors and a Council Planning Officer. The meeting did not result in any changes to the proposal. However, the applicant did advise that they are agreeable to a reduction in the hours of for the sale and consumption of liquor in the outdoor dining areas until 11pm.

Referrals

Social / Community Planning

- Overall the application presents as an appropriate use and location for the two restaurants, which propose operating under Restaurant and café liquor licences.
- The submitted Cumulative Impact Assessment report is comprehensive and includes an appropriate assessment of potential risks and mitigation measures, which are likely to ensure the venues are low risk propositions and unlikely to cause any further unreasonable amenity impacts on the surrounding area.
- The report accurately notes that restaurants by nature are considered low risk given the inclusion of conditions in their license around the provision of meals, seating requirements and background music.
- Other characteristics particular to this application which present as low risk for adverse amenity impacts include the indoor nature of the restaurants and the locations near transport options, which will help with dispersal of patrons after closing.
- The application also highlights that although there are residences located to the south in the Capital apartments there is sufficient separation between the premises that noise is unlikely to be an issue.
- In relation to the Chapel Street tenancy, which spreads across two levels, it is suggested that the patrons numbers for each area are specified / designated separately to ensure the maximum number of patrons is spread across the levels and not concentrated into one area only.

Planner comment:

The recommendation includes a condition specifying the number of patrons that can be housed in each level of the premises and externally.

Local Laws

- Local Laws has no issues with these businesses having a Restaurant and Café Liquor Licence.

Transport and Parking

- The Transport and Parking Unit has no in principle objections to the change in use.
- No changes to the car parking provision at the site are proposed. As such, the traffic generation at the site is not likely to be significantly impacted.
- The site has good access to public transport and it is anticipated that many patrons will already have another purpose in the area.
- The proposal should provide additional onsite bicycle parking facilities to meet the statutory requirement for bike parking for a restaurant.

Planner comment:

Refer to detailed assessment below regarding the onsite bicycle parking provision.

Key Issues and Discussion

Strategic Justification

The site is within the Chapel Street Activity Centre. Council's Local Policy at Clause 21.04-1 classifies the Chapel Street Activity Centre as a 'principal activity centre' within the municipality, which is further reinforced through the zoning of the land within the Activity Centre Zone. Council's Local Policies (Clause 17.02-1S and 21.04) recognise the importance of licensed premises in contributing to the vibrancy and economic strength of the municipality. Whilst acknowledging that licensed premises should be managed to minimise adverse amenity impacts on surrounding residential uses. Furthermore, the Activity Centre Schedule 1 seeks to enhance the livability of the Chapel Street precinct whilst, managing potential conflicts between residential and hospitality uses and ensure that the location and scale of the uses contribute to the livability and role of the activity centre. Where there are surrounding residential uses policy focuses on the effective management of the licensed premises rather than exclusion of such premises from the area.

It is considered that the subject site is suitably located within the Chapel Street Activity Centre for a licensed premises and will contribute to the vibrancy and activation of the street. The potential amenity impacts and their management are discussed in detail below.

Liquor

Consideration of new liquor license applications is guided by Clause 22.10 (Licensed Premises Policy) and Clause 52.27 (Licensed Premises). Clause 22.10 seeks to establish an appropriate mix of licensed premises relative to other uses, including residential, within activity centers and seeks to encourage daytime uses and active frontages. Pursuant to Clause 22.10 and Clause 52.27, licensed premises should not have an unreasonable impact on the amenity of the surrounding uses in relation to noise, hours of operation, light spill, and car parking demand. An assessment of these factors is undertaken below.

Cumulative impact

Whilst there are a number of licensed premises in the Chapel Street precinct, as outlined in the referral comments from Council's Social/Community Planner, due to the nature of restaurant and café liquor licenses they are generally considered low risk and there is minimal risk of cumulative impact as a result of the proposal. The primary use of the land is for the preparation and serving of meals, while the sale and supply of liquor on the premises is a secondary aspect. Pursuant to Section 9A of the *Liquor Control Reform Act 1998* (Vic) and *Standard Licence Obligations – Restaurant and Café* set out by the *Victorian Commission for Gambling and Liquor Regulations*, the following requirements apply to restaurant and café liquor licenses:

- The predominant activity to be carried out on the premises is the preparation and serving of meals to be consumed on the licensed premises; and
- Tables and chairs must be placed in position on the licensed premises so as to be available to at least 75% of the patrons attending the premises at any one time.

Therefore, ensuring that under the proposed license the tenancies must operate predominantly as a food and drink premises. On this basis, it is unlikely that this proposal will lead to intoxication and anti-social behaviour, but rather will positively contribute to the high level of activity in this area and add to the overall vibrancy of the precinct.

Patron numbers and hours of operation

A total of 461 patrons are proposed to be housed across the two tenancies. Comprising of:

- Tenancy 'A' - 150 patrons at ground floor, 30 patrons in the external dining area on Chapel Street and 195 patrons at first floor.
- Tenancy 'B' - 62 patrons internally and 24 patrons in the external dining area on the Daly Street frontage.

The proposed patron numbers have been supported by advice from a building surveyor that the site can accommodate the above capacities, noting that some changes in capacity may occur based on the internal fit out by future operators of the premises.

The proposal includes 30 patrons to be housed externally within the Chapel Street footpath trading area and 24 patrons on the Daly Street frontage. A review of other premises within the South Yarra end of Chapel Street that include footpath trading for the sale and consumption of liquor indicate that external patron numbers are typically between 30 to 60 patrons. The number of patrons proposed to be housed in the footpath areas is considered in keeping with other approvals.

The opening hours proposed are 7am to midnight, seven days a week.

Council's Licensed Premises Policy at Clause 22.10 preferences any trading after 11:00pm to occur in a Principal or Major Activity Centre but also discourages trading after 11pm adjacent to residential uses unless the use will not adversely affect the amenity of the area. As outlined in the referral comments above the proposed use of the site is predominantly indoors which generally minimises adverse amenity impacts as a result of the use on the surrounding area. Therefore, the use of the internal areas until midnight is generally considered acceptable.

A small portion of the proposed patron numbers are proposed to be housed externally. The external areas are considered to have potential for greater impacts on the amenity of the area. A review of the other permits in the area indicate that conditions on the permit require the sale and consumption of liquor in external areas to cease at 11pm. As outlined above, objectors have requested this condition and the applicant is agreeable to this also. This condition is considered appropriate for the location of the site and will reasonably limit the use of the external area to an appropriate time and in line with policy, as such if a permit is to issue this will be included as a condition.

Subject to conditions, the hours and patrons numbers are deemed to be reasonable for a restaurant and café within the Chapel Street precinct and will not result in significant adverse amenity impacts on the surrounding area, including residential properties.

Noise and amenity

The area consists of a mixture of commercial tenancies, including cafes, restaurants and retail shops, as well as a number of residential apartments. In support of the application Noise and Amenity Action Plans (NAAP) have been prepared for each of the tenancies in accordance with Clause 22.10. The plans outline details of potential noise sources, sensitive areas, measures to control noise emissions, details of staffing, complaint procedures, waste management and other details of the operation. It is considered that the submitted NAAP's outline appropriate measures commensurate to the scale of the use and type of license which will assist in protecting the amenity of the surrounding area.

The applicant has also provided an acoustic report in support of the proposal. The report recommends that the background music levels are managed by installing and calibrating a

noise limiter system to the in-house sound system that automatically limits sound system volumes to ensure that music noise levels does not exceed pre-set levels. The limiter should be calibrated by a suitably qualified engineer and housed in a tamper proof enclosure. The implementation of the noise limiter will be included as a condition should a permit issue to ensure that internal noise levels are appropriately controlled.

Conditions will also be included on the permit, should one issue, requiring that noise emanating from the subject site must conform with Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.2, Environment Protection Authority, November 2020), that only background noise may be played internally and that there must be no external speakers.

Waste

Waste will be stored on site within the waste storage area adjacent to the loading bay and collected by a private contractor. To ensure that the waste management does not impact on the amenity of the area a standard condition will be included on the permit that the collection of waste is in accordance with Council's Local Law.

Car Parking and Traffic

As outlined above, a reduction in the on-site car parking was considered as part of the development of the site under Planning Permit No. 565/18. There are no changes to the car parking provision on site and the traffic generation associated with the use is not likely to be significantly impacted.

The site is well located within close proximity to public transport, paid parking facilities and is likely to cater to high levels of foot traffic and office workers and residents in the vicinity of the site.

Bicycle Facilities

Overall the development at the subject site in accordance with Planning Permit No. 565/18 has a surplus of bicycle parking. However, the majority of the bicycle parking spaces are allocated to the office use, comprising of 80 bicycle parking spaces for the office workers, 23 for office visitors and 5 for the retail tenancies (the retail tenancies are the subject of this application). No additional spaces are proposed as part of this application, therefore the change of use requires a reduction of 6 bicycle spaces from the statutory provision.

The subject site is located within the Chapel Street Activity Centre and is well serviced by public transport, including tram services along Chapel Street and Toorak Road as well as being within walking distance of South Yarra Station. Therefore, it is considered that the site is highly accessible by other transport modes such as walking and public transport to overcome the shortfall of bicycle parking. A reduction in the bicycle parking requirement is considered acceptable.

Governance Compliance

Conflicts of Interest Disclosure

No Council Officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Human Rights Consideration

This application has been assessed in accordance with the requirements of the Planning and Environment Act 1987 (including the Stonnington Planning Scheme), reviewed by the

State Government and which complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

1. 0277/21 - 627 Chapel Street, South Yarra [8.2.1 - 3 pages]

Officer Recommendation

That Council AUTHORISE Officers to issue a Notice of Decision to Grant a Planning Permit No: 277/21 for the land located at Ground and Floor 1 (Tenancy 'A' and 'B'), 627 Chapel Street, South Yarra under the Stonnington Planning Scheme for use of the land (ground and first floor retail tenancies) for the sale and consumption of liquor (two restaurant and cafe liquor licenses) in association with the use of the tenancies as food and drink premises (restaurant and cafe) (as of right) in the Activity Centre Zone and a reduction in the bicycle parking requirement subject to the following conditions:

1. ***The plans endorsed to accompany the permit must not be amended without the written consent of the Responsible Authority.***
2. ***The approved Noise and Amenity Action Plans form part of the permit and both tenancies must operate in accordance with the applicable plan to the satisfaction of the Responsible Authority.***
3. ***A maximum of 461 patrons may be housed on the premises at any one time to the satisfaction of the Responsible Authority, comprising of:***
 - a) ***Tenancy 'A':***
 - ***150 patrons at ground floor;***
 - ***30 patrons in the external dining area on Chapel Street; and***
 - ***195 patrons at first floor.***
 - b) ***Tenancy 'B':***
 - ***62 patrons internally; and***
 - ***24 patrons in the external dining area on the Daly Street frontage.***
4. ***Without the prior written consent of the Responsible Authority, the sale and consumption of liquor shall only occur within the licenced area between the following hours:***
 - a) ***Internal areas:***
 - ***7am to midnight, seven days a week.***
 - b) ***Footpath trading / external areas:***
 - ***7am to 11pm, seven days a week.***
5. ***The predominant activity carried out at all times on the licensed premises must be the preparation and serving of meals to be consumed on the premises to the satisfaction of the Responsible Authority. The kitchen must remain open at all times the premises is operating.***

6. ***Tables and chairs must be placed in position on the licensed premises so as to be available for at least 75% of the patrons in each area at any one time, to the satisfaction of the Responsible Authority.***
7. ***There must be no patron queueing outside the venue to the satisfaction of the Responsible Authority.***
8. ***Internal sound systems within both tenancies must be fitted with a noise limiter capable of octave band control housed in a tamper proof enclosure. Noise limiters must be installed and calibrated by a suitably qualified acoustic engineer to achieve compliance with Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.2, Environment Protection Authority, November 2020), to the satisfaction of the Responsible Authority.***
9. ***No speakers are to be located externally.***
10. ***Noise emanating from the subject land must comply with Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.2, Environment Protection Authority, November 2020), to the satisfaction of the Responsible Authority. Any works required to ensure and maintain the noise levels from the premises are in compliance with this policy must be completed prior to the commencement of the use or occupation of the site and maintained thereafter, all to the satisfaction of the Responsible Authority.***
11. ***The provision of music and entertainment on the premises must be limited to background music or entertainment by performers using non-amplified instruments unless with the written consent of the Responsible Authority.***
12. ***Bottles and rubbish must not be removed from within the premises to the waste storage area between the hours of 11pm and 7am the following day.***
13. ***The collection of wastes and recyclables from the premises (other than normal Stonnington City Council collection) must be in accordance with Council's General Local Laws.***
14. ***The use must be managed so that the amenity of the area is not detrimentally affected through the:***
 - a) ***Transport of materials, goods or commodities to or from the land;***
 - b) ***Appearance of any building, works or materials;***
 - c) ***Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, and***
 - d) ***Presence of vermin.***
15. ***This permit will expire if one of the following circumstances applies:***
 - a) ***The use is not started within two years from the date of this permit.***
 - b) ***The use is discontinued for a period of two years or more.***

In accordance with Section 69 of the Planning and Environment Act 1987, the Responsible Authority may extend the periods referred to if a request is made in writing within the prescribed timeframes, where the use allowed by the permit has not yet started.

NOTES

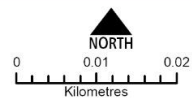
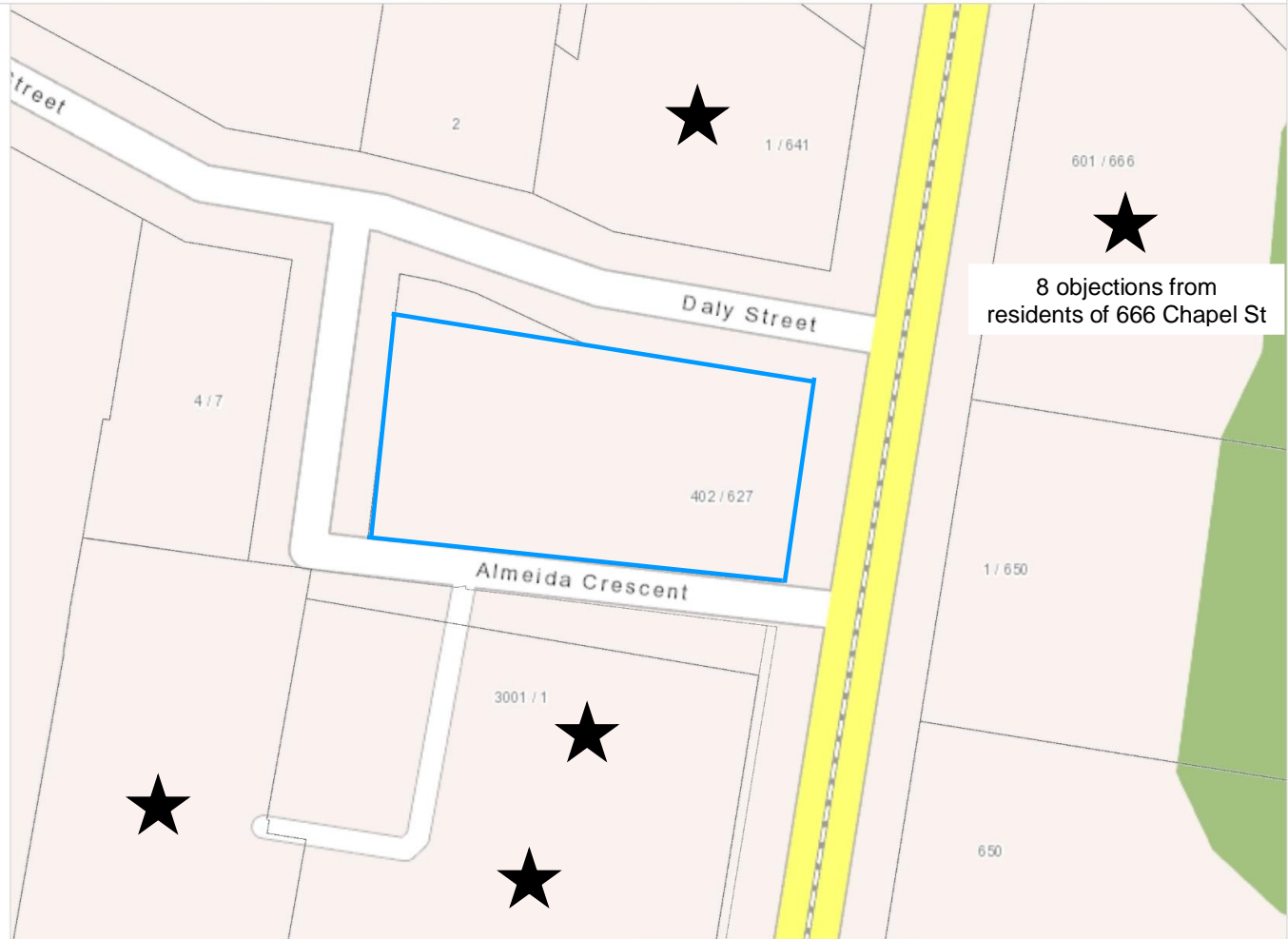
- A. This permit is for the use of the land and/or buildings and does not constitute any authority to conduct a business requiring Health Act/Food Act registration without prior approval from the Council's Health Services.**
- B. This permit does not constitute any authority to carry out any building works or occupy the building or part of the building unless all relevant building permits are obtained.**
- C. Unless a permit is not required under the Stonnington Planning Scheme, signs must not be constructed or displayed without a further planning permit.**
- D. Background music level, in relation to premises, means a level that enables patrons to conduct a conversation at a distance of 600 millimetres without having to raise their voices to a substantial level.**
- E. This permit does not give any authority to occupy the footpath for trading without prior approval from Council's Local Laws department. A permit must be obtained for footpath trading and it must accord with the relevant Footpath Trading Code.**
- F. At the permit issue date, Section 69 of the Planning and Environment Act 1987 stated that the Responsible Authority may extend the periods referred to if a request is made in writing within the following timeframes:**
 - i. Before or within 6 months after the permit expiry date, where the development allowed by the permit has not yet started; and**
 - ii. Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.**

627 Chapel Street, South Yarra

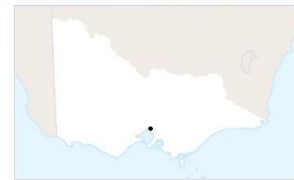
Objector Map



- Property**
- Properties
 - Parcel
- ★ = objector



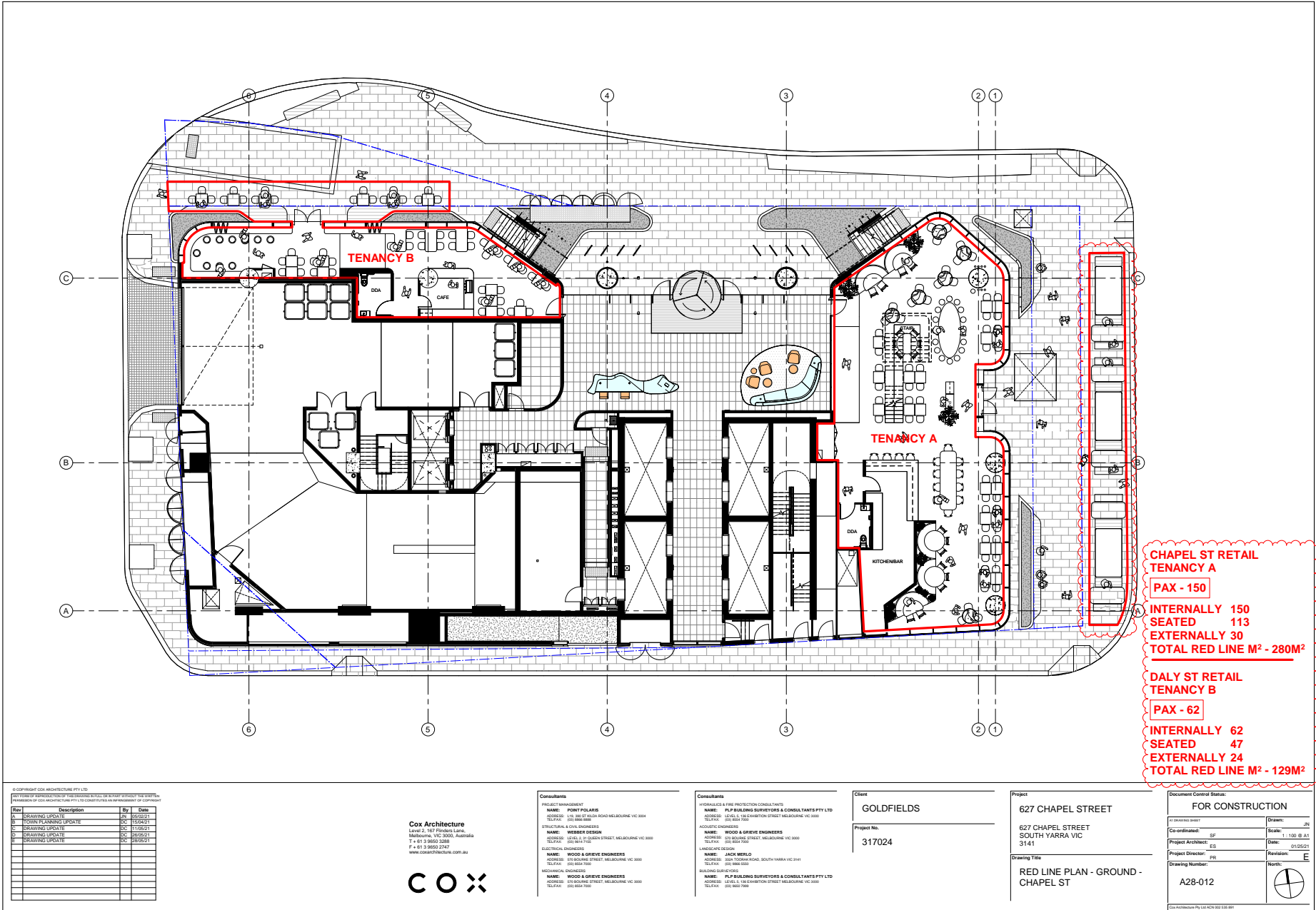
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Print Date: 9/1/2021



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Rev	Description	By	Date
1	DRAWING UPDATE	JN	01/05/21
2	TOWN PLANNING UPDATE	DC	10/06/21
3	DRAWING UPDATE	DC	11/08/21
4	DRAWING UPDATE	DC	20/09/21
5	DRAWING UPDATE	DC	20/09/21

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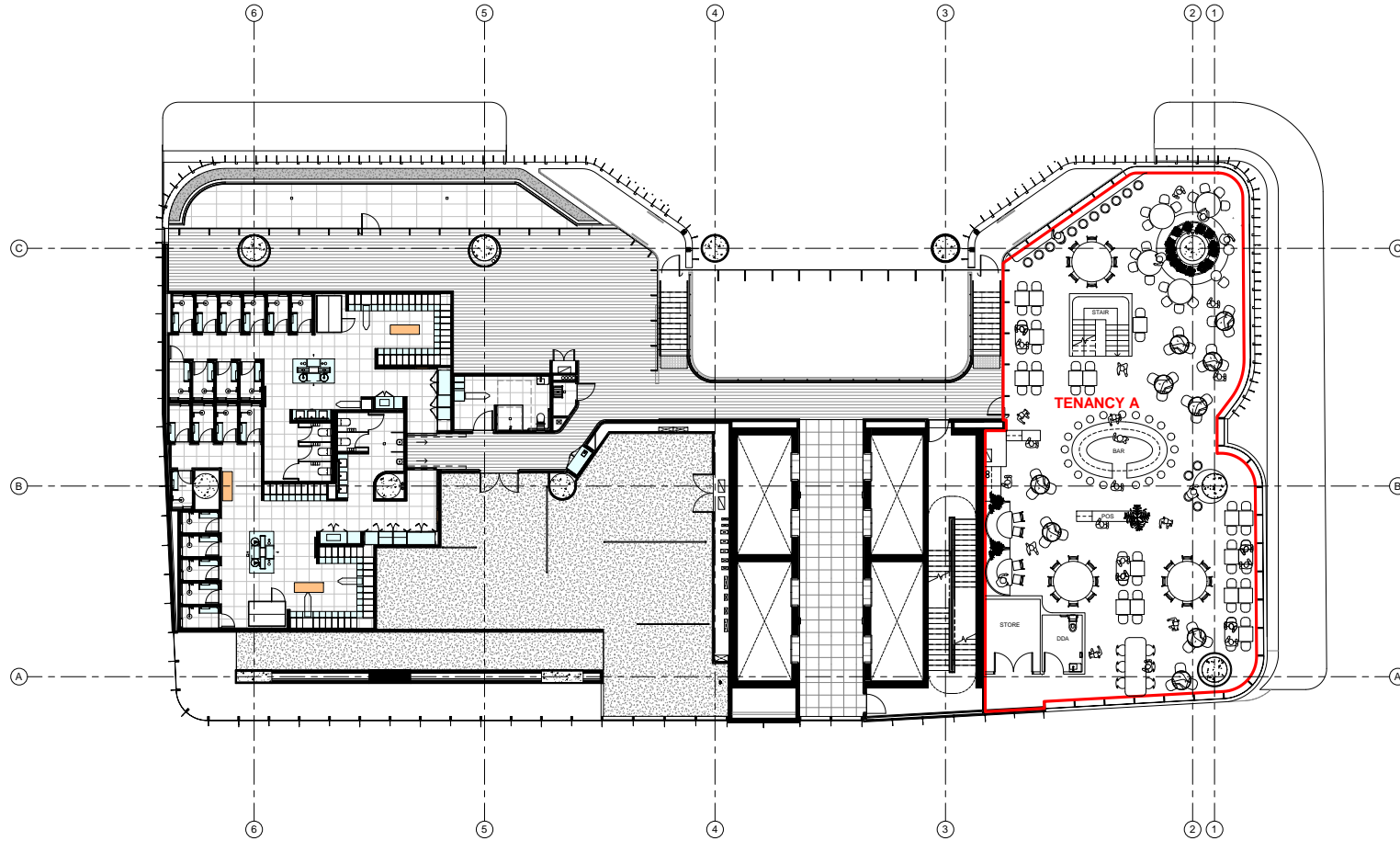
Client
GOLDFIELDS
 Project No.
 317024

Project
 627 CHAPEL STREET
 627 CHAPEL STREET
 SOUTH YARRA VIC
 3141
Drawing Title
 RED LINE PLAN - GROUND -
 CHAPEL ST

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Prepared By:	JN
Co-ordinator:	ES
Project Architect:	ES
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Revision:	01/05/21
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**CHAPEL ST RETAIL
TENANCY A**
PAX - 195
**INTERNALLY 195
SEATED 113
EXTERNALLY 0
TOTAL RED LINE M² - 290M²**

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Project No.
317024

Project
627 CHAPEL STREET
627 CHAPEL STREET
SOUTH YARRA VIC
3141
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RED LINE PLAN - LEVEL 1 -
CHAPEL STREET

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8.3 Perth Street, Prahran - Permanent Implementation of One-Way Flow Consultation

Manager Transport & Parking: Ian McLauchlan

Director Environment & Infrastructure: Rick Kwasek

Linkage to Council Plan

Liveability: The most desirable place to live, work and visit.

L6 Maintain Council's infrastructure and assets essential for the sustainable operation of the City.

Purpose of Report

To consider the results of the consultation undertaken for the permanent implementation of one-way flow in Perth Street, Prahran.

Officer Recommendation

That Council:

- 1. APPROVE the permanent implementation of one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street.**
- 2. APPROVE the permanent implementation of one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street.**
- 3. APPROVE the undertaking of civil works at the Commercial Road, High Street and Greville Street intersections and notify affected properties.**
- 4. Review traffic speeds and volumes in Donald Street and Alfred Street following the completion of the works in Recommendation 3.**
- 5. AUTHORISE officers to notify those who made a submission as part of the consultation process of this decision.**

Executive Summary

1. A public consultation process was undertaken regarding permanent implementation of one-way traffic flow in Perth Street, Prahran.
2. From written submissions received 108 people supported the proposal, and 37 people opposed the proposal.
3. Submitters were also provided an opportunity to state their case at a hearing by a committee of Council to consider the matter. This occurred on 16 August 2021. Eight (8) submitters were heard in relation to the proposal

Background

4. Twenty-eight (28) letters from residents in Perth Street and surrounding streets were received in 2019 requesting one-way flow due to concerns with traffic speeds and congestion.
5. On 1 June 2020 a report was presented for decision by Council on the implementation of a trial of one-way flow in Perth Street after consultation with the residents. A decision

was made to proceed with this trial, refer **Attachment 1**, and outlines the background prior to this report. The trial commenced in August 2020, in the midst of the Victorian Covid-19 lockdown, however Council made the decision to proceed with the trial due to the community appetite for the one-way flow to be implemented.

6. Part of the resolution by Council was:
 - **7. CONSULT with the affected community through a section 223 process seeking feedback on the trial, and their preference for maintaining the one-way flow or reopening the street to two-way flow.**
7. As per part 7 of the resolution, officers were required to seek feedback on the trial one-way flow arrangement. Since that Council decision, Council has implemented the Engagement Policy and the process followed was in accordance with this rather than the S223 process listed which has been superseded. A speed and volume survey identical to the one conducted in 2019 was also completed for a 2 week period (spanning 23 February to 8 March 2021, not including the Labour Day weekend). This was done as a comparison for residents who received the consultation material. The 2019 and 2021 counts are included in **Attachment 2**. It is important to note that speed and volume counts have been difficult to conduct in the current environment due to the constant changing of COVID-19 restrictions. These surveys were conducted outside of any Metro Melbourne lockdowns. It was acknowledged that the counts were conducted shortly after the snap lockdown in February 2021. As such, we asked the Department of Transport for some advice on the traffic volumes and they provided the below table.

	Alexandra Pde at Nicholson St	Flemington Rd at Royal Childrens Hospital	Hoddle St at Bridge Rd	Kings Way at Sturt St	Nepean Hwy at Glen Eira Rd	Toorak Rd at Williams Rd	Total	Change from last week
Mon 24 Feb - Sun 1 Mar (Baseline)	74,227	35,358	62,896	87,220	43,448	17,178	320,328	N/A
...								
Mon 15 Feb - Sun 21 Feb	50,501 68.0%	23,202 65.6%	47,533 75.6%	61,793 70.8%	29,610 68.2%	13,046 75.9%	225,686 70.5%	N/A
Mon 22 Feb - Sun 28 Feb	73,160 98.6%	31,859 90.1%	65,706 104.5%	88,388 101.3%	42,314 97.4%	17,568 102.3%	318,995 99.6%	41.3%
Mon 1 Mar - Sun 7 Mar	74,204 100.0%	32,291 91.3%	63,905 101.6%	87,456 100.3%	42,253 97.2%	17,756 103.4%	317,865 99.2%	-0.4%

Figure 1: Arterial Road Weekday Average Traffic Volumes compared to baseline Mon 24 February 2020 – Sun 1 March 2020

8. In comparison to the baseline dates from 2020, which was prior to any COVID lockdowns, the traffic volumes during the survey period on a sample of major arterial roads were at 90-100% capacity including Toorak Road within Stonnington. The week of the lockdown had capacity at 70%.
9. Based on the advice provided by the Department of Transport stating that they were comfortable that levels of traffic were comparable to other years not affected by COVID, it was decided that the results received from the survey would have been representative of true conditions and a re-survey was not required. Whilst this decision was made, officers were still aware that traffic patterns were not totally comparable to 2019 due to factors such as more people working from home and not commuting and those who would normally commute via public transport were choosing to drive their private vehicles due to the health concerns.
10. A public notice was published in The Herald Sun on 3 July 2021, on-line in the Leader publication and placed on Council's social media platforms. Letters were also sent to residents and absentee owners of properties in the area bounded by Punt Road, Commercial Road, High Street and Porter Street (ie, residents who may use Perth Street

in order to access their property). This public notice and letter can be seen in **Attachment 2**. Submissions were required by 30 July 2021.

11. There was a delay in conducting the consultation due to the uncertainty of COVID lockdowns. As the length of this consultation was for a month, officers wanted to ensure that most restrictions were eased, and the best available date to commence was 3 July 2021. Unfortunately, Victoria was placed into a snap lockdown from 16 July to 28 July 2021, in the middle of this consultation. This consultation could have been constantly delayed but uncertainty around COVID and the restrictions that could be placed on Metro Melbourne at any time made it difficult to plan. The ad was published and the letters sent at a time when restrictions were at a minimum and officers wanted to begin the consultation so a resolution on this matter could be made rather than continuing to delay.

Key Issues and Discussion

12. As a public notice was published it is assumed that submissions can be received from any person, and a justification of a submitter's relationship to the proposal is not necessary. When Council conducts consultation there is a limit of one response per property. The process does not require a person to indicate their place of residence (there are no submission requirements other than making a statement of support or opposition), and therefore all submissions have been counted if they include a person's details for identification.
13. As stated above, the public notice and a submission form was delivered to those that live in the local area of Perth Street to improve engagement with those directly affected. One property (8 Perth Street) did not receive this letter at the same time as the rest due to locked access to their mailboxes. A separate delivery was organised to this property and a slight extension of the closing date was provided to allow these residents to respond.
14. A total of 145 submissions were received in response to the advertisement. There were 108 in support of the one-way flow being permanently installed and 37 against the change. This indicates that a majority of people who made a submission supported the one-way flow being retained permanently. The submissions received are from 10% of the properties individually notified of the proposal via letter.
15. The individual submissions are included in **Attachment 3** with identifying details removed. A summary of these submissions and officer comments on the issues raised is included in **Attachment 4**.
16. In addition, as permitted by the provisions of Council's Engagement Policy enacted under Section 55 and 56 of the Local Government Act 2020, a person has the right to be present at a meeting to be heard in support of their submission. In this case, 13 submitters indicated they wished to present. Submissions were heard at the Council Meeting on 16 August 2021 at 8pm. Only 8 of the 13 submitters were present at the meeting however all 13 written submissions were circulated to the Councillors for their information. Of those that spoke, 6 were in favor of the proposal and 2 were against the one-way proposal. A summary of the hearing submissions is included as **Attachment 5**.
17. No major additional issues were raised not already covered in the written submissions, although it would be prudent for Council to review view vehicle speeds and volumes in Donald Street and Alfred Street (the adjacent north-south local streets) following the permanent implementation of the 1-way flow works in Perth Street

Governance Compliance

Policy Implications

18. There are no policy implications associated with this report.

Financial and Resource Implications

19. The printing of the advertisements and notification letters for distribution cost a total of \$8,658.84. The speed and volume counts conducted cost \$4,719.

Conflicts of Interest Disclosure

20. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

21. There are no legal / risk implications relevant to this report.

Environmental Implications

22. There are no environmental implications relevant to this report.

Community Consultation

Purpose	To identify the views of the public on the existing one-way flow arrangement in Perth Street, Prahran being made permanent.
IAP2 Goal	Consult
Exhibition period	3 July 2021 to 30 July 2021
Method	<ul style="list-style-type: none"> • Advertisement/Public Notice placed in Herald Sun and Leader website to commence consultation, • The public notice and a submission form was distributed to property occupiers and absentee owners in the local area, • Responses were emailed or mailed into Council records. These were collated on whether they support or oppose the proposal. All comments were also recorded, • A hearing was run at Council meeting 16 August 2021 for those who requested to speak to hear a presentation on their submissions
Reach	Herald Sun, The Leader Advertisements, Council website, Council Facebook and Twitter, 1,403 notification and survey letters sent to local property occupiers and absentee owners.
Summary of feedback	See Attachments 3, 4 and 5 for all summaries relating to the consultation.
Impact	The feedback received from the community was an important factor in understanding the operation of the trial. This has been a major factor in determining the recommendation.

Human Rights Consideration

23. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

1. Council Report 1 June 2020 [8.3.1 - 5 pages]
2. Notification and Submission Letter including Area of Distribution [8.3.2 - 6 pages]
3. Perth Street Individual Submissions 2021 [3X6N] [8.3.3 - 8 pages]
4. Consultation Discussion Report 2021 [D2GF] [8.3.4 - 2 pages]
5. Perth Street Hearing Summary [8.3.5 - 3 pages]

13.8 Perth Street, Prahran - Proposed Trial of One-Way Closure Consultation

Manager Transport & Parking: Ian McLauchlan
Director Environment & Infrastructure: Rick Kwasek

Linkage to Council Plan

Liveability: The most desirable place to live, work and visit.

L6 Maintain Council's infrastructure and assets essential for the sustainable operation of the City.

Purpose of Report

To abandon the proposal to implement a trial one-way flow arrangement in Perth Street, Prahran.

Officer Recommendation

That Council:

1. **ABANDON** the proposed 6-month trial of a one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street;
2. **ABANDON** the proposed 6-month trial of a one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street;
3. **AUTHORISE** officers to notify those who made a submission as part of the Section 223 process of this decision.

Decision:

MOTION:

MOVED: Cr Melina Sehr

SECONDED: Cr Steve Stefanopoulos

That Council:

1. **APPROVE** a 6 month trial of the proposed one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street following installation of temporary works.
2. **APPROVE** a 6 months trial of the proposed one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street following installation of temporary works.
3. **Undertake** traffic, speed and volume studies in all local streets bounded by Punt Road, Commercial Road, High Street and the Train Line towards the end of the trial to compare changes in traffic flow.
4. **Undertake** design of temporary works at the Greville St intersection and notify affected properties;
5. **REPORT** back to Council should the trial need to be modified due to extenuating circumstances.
6. **SEEK** approval from the Department of Transport and Yarra Trams for the removal of the existing turn ban restrictions at the Commercial Road and High Street intersections of Perth Street;

- 7. CONSULT with the affected community through a section 223 Process seeking feedback on the trial, and their preference for maintaining the one-way flow or reopening the street to two-way flow;**
- 8. AUTHORISE officers to notify those who made a submission as part of the Section 223 process of this decision.**

Carried

Executive Summary

A public consultation process was undertaken regarding the proposal to trial one-way flow in Perth Street, South Yarra. Seven (7) submitters supported the proposal, and five (5) opposed it. Submitters were also provided an opportunity to state their case at a hearing to consider the matter, however this opportunity was not taken up by anyone. This process satisfies Council's responsibilities in relation to Section 223 of the Local Government Act. Based on the feedback received via the consultation processes, it's recommended that the proposal be abandoned.

Background

Letters from 28 residents in Perth Street and the surrounding streets were received by Council requesting consideration of one-way flow due to concerns with traffic speeds and congestion.

A speed and volume survey was completed for a 2 week period in response to the request in September 2019 (6 September to 19 September). Although specific requests for Perth Street were received, the survey was conducted in each street in the area bounded by Commercial Road, Punt Road, High Street and the train line to gain an understanding of the vehicle movements within the entire area.

The results of the area survey indicated that the traffic flow in Perth Street was significantly higher in comparison to the remaining streets that intersect Greville Street. Following an evaluation and analysis of the results, an appropriate solution considered was to implement one-way flow arrangement in Perth Street to try and minimise the cut through traffic.

At the meeting of 18 November 2019, Council considered a report which outlined the results of the speed and volume counts outlined above. This report presented the results and discussion of this analysis and examined the community submissions for Perth Street to be made one-way. This Council report is included as **Attachment 1**, and the speed and volume results are included as **Attachment 2**.

The following resolution was made:

That Council:

- 1. ENDORSE a one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street, for a trial period of 6 months;**
- 2. ENDORSE a one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street, for a trial period of 6 months;**
- 3. Exhibit these one-way flow options under the Section 223 process of the Local Government Act;**

4. Consider a further report at the conclusion of the S223 consultation process in Recommendation 3.

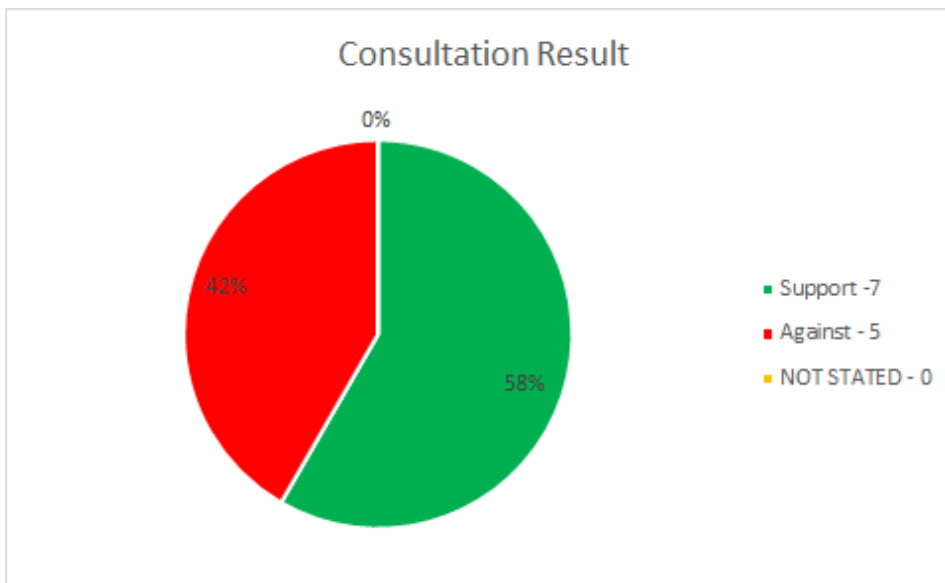
A notice was published in the Leader Newspaper and The Age Newspaper on 3 December 2019 in accordance with then requirements of Section 223 of the Local Government Act. A letter was also distributed to properties generally bounded by Commercial Road, Punt Road, High Street and the train line on 3 December 2019 (see Attachment 3). Responses were requested by the close of business on 31 January 2020.

Key Issues and Discussion

The Sect.223 consultation process requires a public notice in a newspaper. Therefore, it is assumed that submissions can be received from any person, and a justification of a submitter’s relationship to the proposal is not necessary.

When Council officers conduct consultation there is a limit of one response per property. The Sect.223 process does not require a person to indicate their place of residence (there are no submission requirements other than making a statement of support or opposition), and therefore all submissions have been counted if they include a person’s details for identification.

A small number of submissions were received in response to the advertisement. Counting each submission received, there were 7 people in support of the one-way proposal and 5 people against the proposed change.



The above chart indicates that whilst the number that support the one-way flow proposal are slightly higher than those opposed the response is mixed, the number of responses received for the proposal was low (12 responses received). Given large notification area (approx 970 properties), the result is surprising and may reflect the timing of consultation period, the level of interest in the issue or the consultation method (which is a statutory process)..

The individual submissions are included in Attachment 4, with identifying details removed and a summary of these submissions is included in Attachment 5. In addition, as permitted under the Local Government Act a person has the right to present at a meeting to be heard

in support of their submission. In this case, no submitters indicated they wished to present, so this has not been required.

Previously there was a push from the local community for action to be taken in relation to the traffic in Perth Street. Twenty eight residents in the local area sent in letters to Council expressing their concerns with traffic speeds and congestion, requesting consideration of a one-way flow implementation. This level of support was evident at the time, however was not represented during the Sect.223 consultation period based on the low response rate mentioned above.

There was time pressure placed on this proposal from the outset by the residents. Staff organised speed and volume counts as soon as possible so they could be reported to Council. After the decision was made on 18 November 2019, the Sect.223 process commenced as soon as possible given the resident requests for an expedited process. The normal preference would be to defer until after the Christmas holiday period. Given the consultation process would occur over the Christmas holiday period, the length of consultation was extended until the end of January.

Officer Summary

Before the Sect.223 process there appeared to be resident driven support for a one-way flow arrangement in Perth Street. Throughout the consultation process in accordance with Sect.223 of the Local Government Act, there was no clear majority opinion to support one-way flow in Perth Street. A 1-way flow proposal appeared to be less popular than earlier indicated as the number of responses was lower than the correspondence previously received from residents. The responses to the Sect.223 are also mixed.

As such, it is recommended that the proposed trial be abandoned as the level of support for the proposal is considered insufficient to proceed.

Conclusion

A public consultation process has been conducted regarding the proposal to trial one-way flow in Perth Street, Prahran. Seven submitters supported the trial, and five opposed the trial. Those who made a submission were given an opportunity to state their case at a hearing to consider the matter, however no one requested to attend a hearing. The process undertaken satisfies Council's responsibilities in relation to Section 223 of the Local Government Act when considering an access change. Based on the feedback received in the current consultation, it is recommended that the trial one-way flow be abandoned as the level of support for the proposal was not highlighted.

Governance Compliance

Policy Implications

There are no policy implications associated with this report.

Financial and Resource Implications

The printing of the advertisements and notification letters for distribution cost a total of \$9,390.52. The speed and volume counts conducted cost \$4,279.

These expenses were covered by existing operating budgets.

Conflicts of Interest Disclosure

No Council Officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

[Legal / Risk Implications](#)

There are no legal / risk implications relevant to this report.

[Stakeholder Consultation](#)

The stakeholder consultation is outlined in the report body and attachments.

[Human Rights Consideration](#)

Complies with the Charter of Human Rights & Responsibilities Act 2006.



Ref: 21/112736

2 July 2021

To the resident
Properties between Punt Road, Commercial Road, High Street, and the Railway Line
PRAHRAN VIC 3181

Dear resident

PERTH STREET, PRAHRAN – PROPOSED PERMANENT CHANGE TO ONE-WAY TRAFFIC FLOW

I am writing to invite you to share your views on a proposal to make permanent the one-way traffic flow in Perth Street, Prahran. A trial one-way flow in Perth Street has been in place since August 2020.

Under the proposal, the following Perth Street traffic conditions would be made permanent:

- Southbound traffic only from Commercial Road to Greville Street
- Northbound traffic only from High Street to Greville Street

If the one-way flow is made permanent, it will be reinforced with signs and intersection treatments with works to start in the 2021/22 financial year.

A notice advertising the proposed change will be published in the Herald Sun newspaper on **3 July 2021** and is provided on the reverse side of this letter for your information.

Also provided, as attachments A and B, are traffic speed and volume data – from 2019 before the trial commenced and in 2021, during the trial. The data is from all local streets in the area bound by Punt Road, Commercial Road, High Street and the train line.

Submissions are now invited from anyone wishing to comment on the proposal, ahead of Council deciding whether to proceed with the permanent change, or not.

To share your views and advise whether you wish to make verbal submission, please complete and return the attached Submission Form (plus any other information you would like to include in your submission) by close of business **30 July 2021**.

For more information visit www.stonnington.vic.gov.au/perth or call David Ventura on 8290 1333.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Ian McLauchlan', with a horizontal line underneath.

Ian McLauchlan

TRANSPORT AND PARKING MANAGER

Stonnington City Centre
311 Glenferrie Road, Malvern

Prahran Town Hall
Corner Chapel and Greville Streets

Depot
293 Tooronga Road, Malvern

PO Box 58, Malvern Victoria 3144

T 8290 1333

F 9521 2255

council@stonnington.vic.gov.au

AUSDOC DX 30106

STONNINGTON.VIC.GOV.AU

Ref: 21/112736



SUBMISSION FORM

PERTH STREET, PRAHRAN - PERMANENT IMPLEMENTATION OF ONE WAY FLOW

Please tick one box only.

Do you support the permanent implementation of the following Perth Street one-way traffic flow?

- Southbound traffic only from Commercial Road to Greville Street
- Northbound traffic only from High Street to Greville Street

Yes

No

Please tick one box only.

Do you wish to appear in person, or to be represented by a person specified in the submission, at a Council meeting to be heard in support of your submission?

Yes

No

*NAME:

*SIGNATURE:

*ADDRESS:

*EMAIL

PHONE:

Please provide details marked with * as these are required fields.

COMMENTS:

HOW TO RETURN YOUR SUBMISSION

Please use the enclosed Reply-Paid envelope or email to: council@stonnington.vic.gov.au (Attention: David Ventura – Experienced Traffic Engineer). Submissions close 30 July 2021.

PLEASE NOTE: When assessing this proposal, only ONE response per property will be considered.

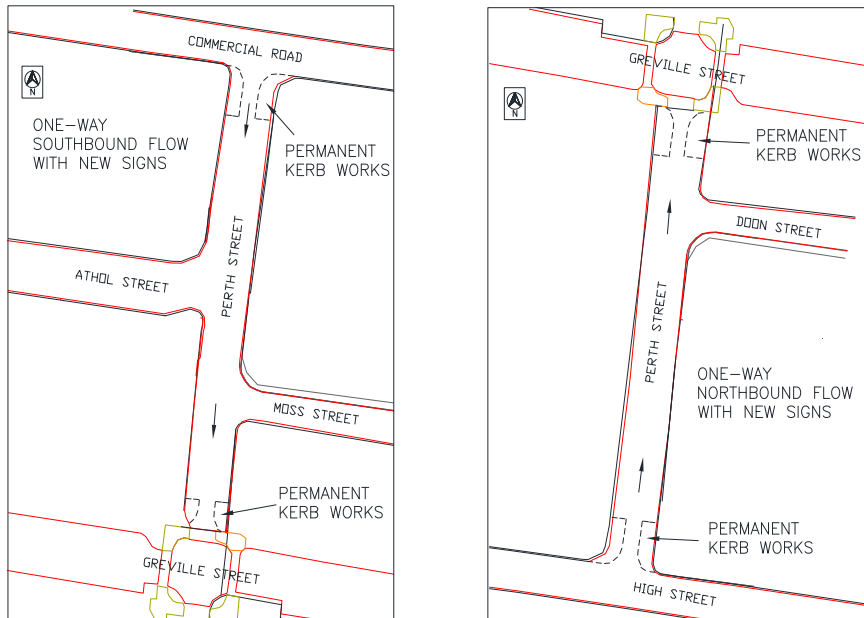
Privacy Act: The information above is collected for municipal purposes as part of the consultative process to assist in the provision of services and/or development of new infrastructure. The information collected will only be used for that purpose and not passed to any other agency.



Proposal to implement one-way flow arrangement in Perth Street, Prahran

The City of Stonnington gives notice that it proposes to implement a one-way flow arrangement in Perth Street, Prahran.

It is proposed to permanently install a one-way traffic flow arrangement, southbound, between Commercial Road and Greville Street, and a one-way traffic flow arrangement, northbound, between High and Greville Streets. The one-way arrangement will be supported by signage and permanent intersection works as required. The proposed arrangement is illustrated below.



Submissions are invited in accordance with the provisions of Council's Engagement Policy enacted under Section 55 and 56 of the Local Government Act 2020. Submissions must be made in writing to the Transport and Parking Manager, PO Box 58, Malvern 3144, via email to council@stonnington.vic.gov.au, or delivered to the Stonnington Administration Centre at 311 Glenferrie Road, Malvern, and must be received by close of business on 30 July 2021.

Any person making a submission is permitted to state in the submission that he or she wishes to appear in person, or be represented by a person specified in the submission, at a meeting to be heard in support of the submission.

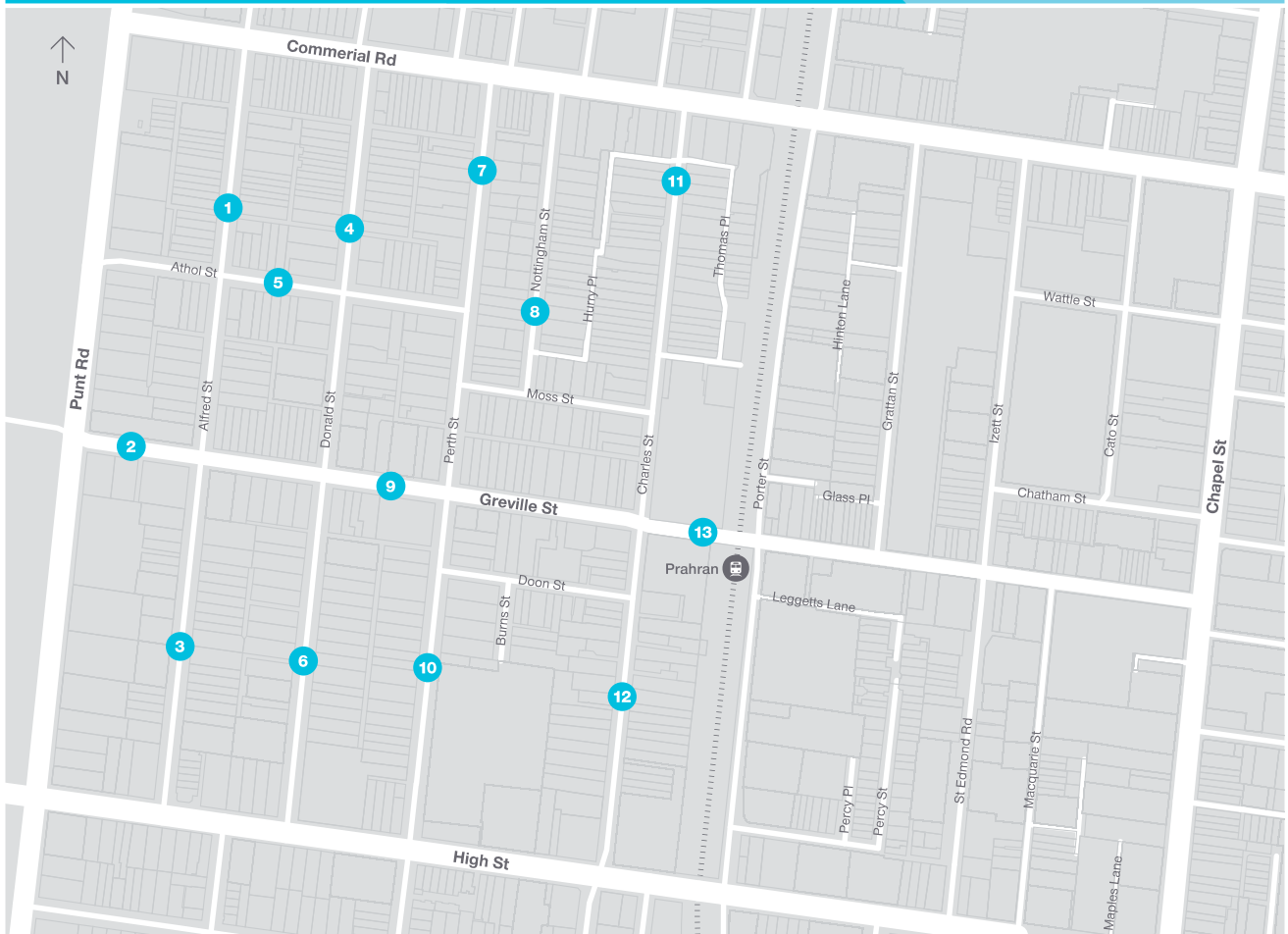
Please note: copies of submissions (including submitters' names and addresses) will be made available at the Council or special committee meeting at which the proposal will be considered. Council is also required to make submissions available for public inspection for a period of 12 months.

All submitters will be given at least 14 days written notice of the date, time and place of the meeting of Council, or Council Committee, convened to hear submissions.

AREA OF DISTRIBUTION



Attachment A - Speed and Volume Results - 2019



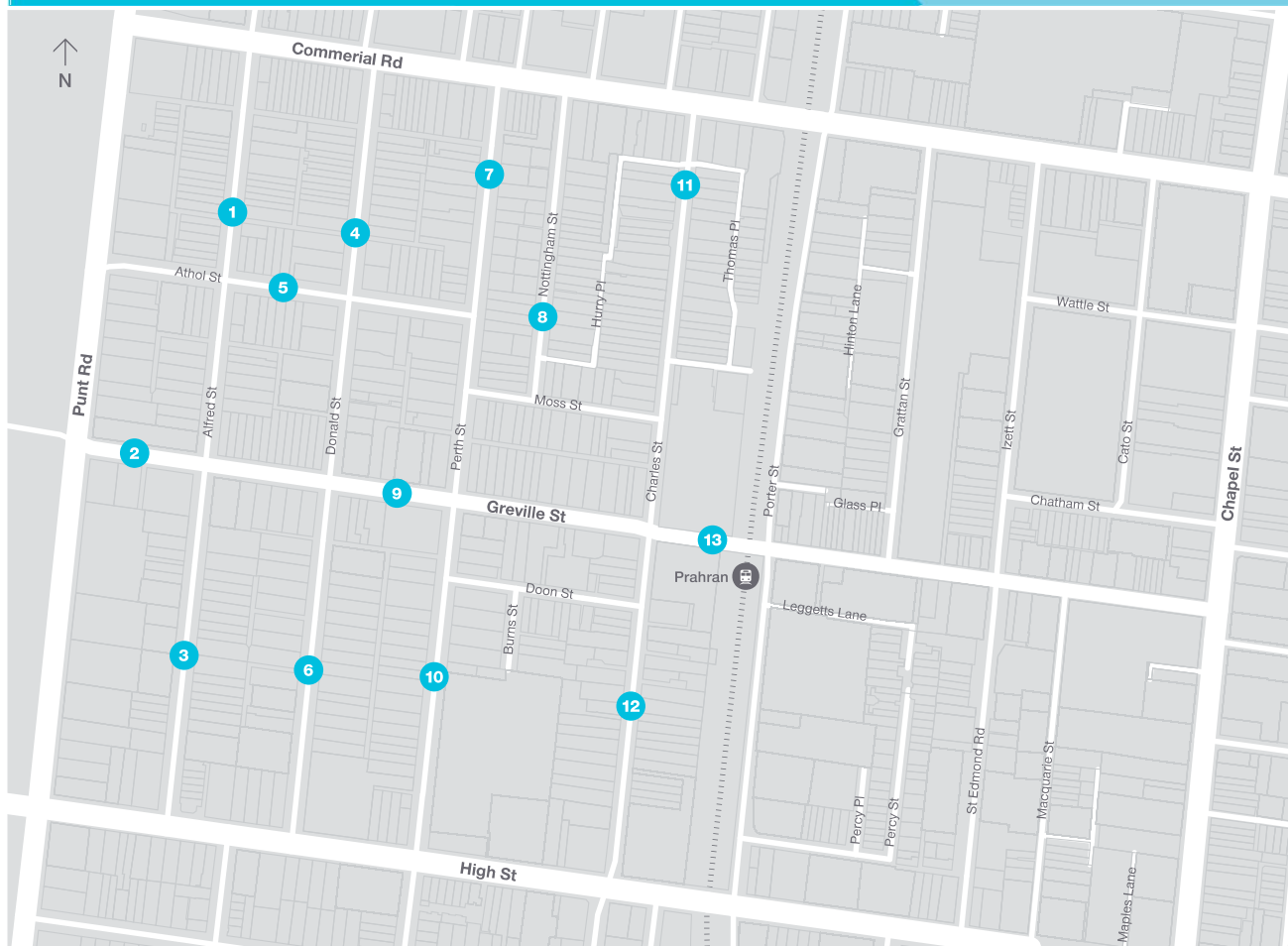
- 1 Alfred Street (north end)**
720 average vehicles each day
85th percentile speed: 37km/h
AM peak: 80 vehicles each hour
PM peak: 58 vehicles each hour
- 2 Greville Street (east end)**
2815 average vehicles each day
85th percentile speed: 30.4km/h
AM peak: 288 vehicles each hour
PM peak: 250 vehicles each hour
- 3 Alfred Street (south end)**
704 average vehicles each day
85th percentile speed: 39.9km/h
AM peak: 67 vehicles each hour
PM peak: 69 vehicles each hour
- 4 Donald Street (north end)**
859 average vehicles each day
85th percentile speed: 34.2km/h
AM peak: 87 vehicles each hour
PM peak: 72 vehicles each hour
- 5 Athol Street**
501 average vehicles each day
85th percentile speed: 21km/h
AM peak: 79 vehicles each hour
PM peak: 40 vehicles each hour

- 6 Donald Street (south end)**
720 average vehicles each day
85th percentile speed: 39.4km/h
AM peak: 61 vehicles each hour
PM peak: 67 vehicles each hour
- 7 Perth Street (north end)**
1817 average vehicles each day
85th percentile speed: 38km/h
AM peak: 186 vehicles each hour
PM peak: 158 vehicles each hour
- 8 Nottingham Street**
514 average vehicles each day
85th percentile speed: 39.9km/h
AM peak: 54 vehicles each hour
PM peak: 45 vehicles each hour
- 9 Greville Street (west end)**
2449 average vehicles each day
85th percentile speed: 37.8km/h
AM peak: 255 vehicles each hour
PM peak: 223 vehicles each hour
- 10 Perth Street (south end)**
1989 average vehicles each day
85th percentile speed: 38km/h
AM peak: 192 vehicles each hour
PM peak: 198 vehicles each hour

- 11 Charles Street (north end)**
598 average vehicles each day
85th percentile speed: 28.6km/h
AM peak: 57 vehicles each hour
PM peak: 48 vehicles each hour
- 12 Charles Street (south end)**
604 average vehicles each day
85th percentile speed: 37km/h
AM peak: 39 vehicles each hour
PM peak: 76 vehicles each hour
- 13 Greville Street (Midblock between Charles Street and Train Lane)**
1973 average vehicles each day
85th percentile speed: 26.5km/h
AM peak: 177 vehicles each hour
PM peak: 165 vehicles each hour

85th Percentile Speed: 85% of vehicles surveyed travelled at or below this speed.

Attachment B - Speed and Volume Results - 2021



1 Alfred Street (north end)

764 average vehicles each day
 85th percentile speed: **33.1km/h**
 AM peak: **77 vehicles each hour**
 PM peak: **63 vehicles each hour**

2 Greville Street (west end)

2758 average vehicles each day
 85th percentile speed: **35.5km/h**
 AM peak: **275 vehicles each hour**
 PM peak: **273 vehicles each hour**

3 Alfred Street (south end)

678 average vehicles each day
 85th percentile speed: **35.6km/h**
 AM peak: **67 vehicles each hour**
 PM peak: **74 vehicles each hour**

4 Donald Street (north end)

813 average vehicles each day
 85th percentile speed: **33.4km/h**
 AM peak: **88 vehicles each hour**
 PM peak: **73 vehicles each hour**

5 Athol Street

393 average vehicles each day
 85th percentile speed: **36km/h**
 AM peak: **42 vehicles each hour**
 PM peak: **37 vehicles each hour**

6 Donald Street (south end)

933 average vehicles each day
 85th percentile speed: **39.6km/h**
 AM peak: **76 vehicles each hour**
 PM peak: **114 vehicles each hour**

7 Perth Street (north end)

802 average vehicles each day
 85th percentile speed: **40.8km/h**
 AM peak: **90 vehicles each hour**
 PM peak: **81 vehicles each hour**

8 Nottingham Street

611 average vehicles each day
 85th percentile speed: **27.3km/h**
 AM peak: **52 vehicles each hour**
 PM peak: **59 vehicles each hour**

9 Greville Street (east end)

2845 average vehicles each day
 85th percentile speed: **34.5km/h**
 AM peak: **289 vehicles each hour**
 PM peak: **282 vehicles each hour**

10 Perth Street (south end)

944 average vehicles each day
 85th percentile speed: **39.8km/h**
 AM peak: **142 vehicles each hour**
 PM peak: **93 vehicles each hour**

11 Charles Street (north end)

731 average vehicles each day
 85th percentile speed: **33.4km/h**
 AM peak: **56 vehicles each hour**
 PM peak: **65 vehicles each hour**

12 Charles Street (south end)

915 average vehicles each day
 85th percentile speed: **38.2km/h**
 AM peak: **75 vehicles each hour**
 PM peak: **121 vehicles each hour**

13 Greville Street (Midblock between Charles Street and Train Lane)

1818 average vehicles each day
 85th percentile speed: **31.8km/h**
 AM peak: **145 vehicles each hour**
 PM peak: **150 vehicles each hour**

85th Percentile Speed: 85% of vehicles surveyed travelled at or below this speed.

Submission Comments Supporting One Way
Its been great not having to put up with the honking from cars that are face to face to each other as they cant get past
I support the permanent change of Perth Street as proposed. Regarding Moss Street, could this narrow street be considered for one-way in an easterly direction to support residents of Charles Street (north) access. There can be chaos when vehicles travel in each direction.
I support the implementation of the one-way trial in Perth St to be made permanent. It has been a resounding success as it has eliminated the congestion and dangerous situations that have occurred, with cars parked on both sides and two way traffic trying to get through, when there is only room for one vehicle. It also appears that it has not had an adverse effect on traffic volumes in surrounding streets. I implore council to endorse the submission to make the one-way traffic flow in Perth St permanent
This has made Perth St far safer and has dramatically reduced the excess traffic using Perth Street as a thoroughfare
As a resident, I find the traffic flow so much better and would like to see more of the streets one way, especially Donald St, Moss St, Nottingham St and Alfred St.
Although the one-way flow has caused some inconvenience, the reduction of traffic flow has improved the amenity for all residents. Thank You
We would appreciate the continued monitoring of Donald Street as we would support further one way implementation to reduce the traffic flow and speed.
Please add deterrent to left turn out of Athol Street north into Perth Street.
Excellent idea, have noticed a decrease in traffic volume in the area and increased foot traffic for businesses on Greville St. Would love to see a trial in Alfred Street.
We support the permanent change because: traffic is reduced in Perth St by 1000 cars per day, small increase in Donald and Alfred is minimal, only existing concerns is the speed of cars although data only suggests minimal increase, anecdotally we have found speeds to be a concern.
Would like Nottingham St to be one-way north direction.
The change to one way has been wonderful. The one way has greatly improved the safety of the street for our two school age children. Also much improved mental health from reduced stress of a quieter residential street.
Thank god you are finally reducing the traffic flow down Perth Street
We strongly support this proposal. The trial has removed the problems associated with driving in Perth St. This is now safer, easier, with much less rage and aggression. It would be unthinkable to revert to previous system.
Great to keep Perth Street one way. Also good to make Donald and Alfred on way (alternated) as well!
Please consider removal of the traffic islands at the ends of Donald and Commercial and High St which are serious traffic dangers to vehicles entering these streets
The one way traffic flow provides a more equitable distribution of the north south traffic load.
This trial has been very successful. Traffic flows easily, less driver aggression, speeds have slowed and it is much safer. Bravo!
I am 7 and I like to feel safe in my street
It has worked well
Wouldn't mind some line markings to assist people in parking without taking up more space than is necessary. Thank You!
As expected south bound traffic has been pushed to Charles Street- 52% reduction in traffic on Perth - 51% increase on Charles. It needs to be made more difficult to use Charles as a 'Rat Run'.

With increased traffic in the area the one way traffic flow aids in making the street safe for children, peds etc. Even with the one way flow there is a constant flow of traffic. To revert it to 2 way would make it too busy and unsafe.
I am strongly supportive of the one way flow of traffic in Perth St for the following reasons: reduction in traffic volume, more even distribution of traffic across surrounding streets, improved safety for drivers and pedestrians, greatly reduced congestion.
Would welcome a similar one way flow in Alfred Street. Works a lot better. Good flow for such narrow streets -doesn't suit 2 cars each way.
Reduced traffic flow down one narrow street is a positive. How is this going to be monitored as some drivers still turn into our street the wrong way?
The permanent implementation is a necessary measure to improve safety.
Congestion greatly reduced, amenity and safety increased
Its an excellent change and greatly improves the safety of the street.
A return to the pre-trial, disproportionate traffic on Perth St would be grossly unfair. Could you also ensure the permanent kerbing discourages people from driving through at Greville St. Also extended paths at Athol St to discourage people turning right into Perth St. It happens constantly.
It seems to work efficiently
Could you look at traffic using Doon St as a cut through too
Please please proper signage people are still driving down the wrong way, its very dangerous! There is a chidlcare centre.
One-way flow systems should also be introduced in Donald Street and Alfred Streets in different directions from Commercial and High. The roads are not wide enough given parked cars.
I think its been a positive change though it's a bit more complicated to get to my house. However, I really wish you could do something about the traffic in Greville St, its horrendous, especially in peak hours. Thank You.
It cant revert back. It was unusable and dangerous before. Can the new permanent treatments be designed to discourage as much traffic and speed as possible in this local street. I fully support making this change permanent. More comments in email of trim.
I am fully supportive of the changes proposed for Perth Street to be made permanent
Having lived in Perth Street for many years whilst it was two way and now experiencing the one way. I have found it a very practical and important change that improves so many aspects. From road safety to ease of movement.
It has worked well to make Perth St one-way both ends. It would definitely be worth considering making Donald and Alfred Streets one way also to stop congestion and traffic jams on these streets.
No strong views. Major issue for us is rat runs in the am and pm peaks.
Q- The 2019 traffic numbers are they pre covid? The traffic numbers for 2021 would have been down due to lockdown and people working from home. How accurate is it? Like for Like?
I am supportive of the one-way flow as they stand now as traffic on the street is now far more benign and more in keeping with its residential character.
We have significantly noticed less traffic jams and issues with passing cars. One way makes traffic flow safer and less congested in our street.
The changes have resulted in a significant improvement to traffic flow around the intersection of High St and Perth St/Kent St
Only fair if Donald Street has the same treatment. There has been a sizeable increase of traffic changes.
I support the change
I would like you to note my support of the implementation of one way traffic in Perth Street.

The change has worked well
I am pleasantly surprised that this has turned out to be a great idea. Less congestion than before, safer, minimal chance of accidents, less hoonos using Perth Street
Strongly support permanent implementation
Concerned about drivers using Perth St from High St to bypass Punt Rd and High St lights to turn. Noticeable that due to one way cars are driving much faster.
The volume of traffic has decreased in 2021 when compared with 2019 in Perth Street. This is a good outcome.
I fully support the experimental one-way traffic period to becoming permanent, that is, Northbound from High Street to Greville Street, and Southbound from Commercial Road to Greville Street. It has made the traffic situation along Perth Street much easier and cut out the all too frequent aggressive behaviour of some when they couldn't immediately get their own way.
Much safer with one-way traffic

Submission Comments Against One Way

I write to express my objection to one-way traffic flow being made permanent in Perth Street, Prahran.

I request that you resolve to revert Perth Street, Prahran to two-way traffic flow.

The one-way traffic flow in Perth Street is funnelling traffic into Donald Street. The volume is incredible. The speed of aggressive and aggravated drivers is often observable, palpable and dangerous.

Conducting a trial during a Pandemic (and Melbourne lockdown) is hardly objectively the time to conduct a trial of traffic flow. Can you please review when any / all data was collected and if it was during lockdown / ignore it. There are very irregular traffic movements even now that lockdown has ended. I visit the city and Brighton regularly for work and I can attest to the fact that the traffic movements are substantially different than pre pandemic. These patterns will presumably revert over a good period of time in years to come where the public have greater confidence and revert to more normalised behaviour including the use of public transport versus cars etc. It simply is not the time to be trialling and measuring data points which are by definition abnormal and aberrations.

During the Pandemic and the COVID lockdowns, less vehicles have been on the road. Therefore Council's recorded vehicles numbers (sent as attachment B to residents), cannot possibly accurately reflect the true high number of vehicles now using Donald Street in Prahran. The closure of Perth St to 2 way traffic has now produced significantly higher number of vehicles now using Donald Street, instead of surrounding streets, such as Perth Street. This has created increased noise, inconvenience and danger for pedestrians of Donald Street, Prahran.

In conclusion: The one-way traffic flow in Perth Street is funnelling increased traffic into Donald Street. During a Pandemic is not the time to conduct a trial of traffic flow. The streets have been the same with since I was a boy and there is no fundamental change to car sizes over the last decade and decades. The rationale for making one-way streets is not well founded and we employ you to apply some common sense and revert Perth St To 2 way traffic.

Summary : Please revert Perth Street, Prahran to two-way traffic flow.

<p>I write to express my family's and my objection to one-way traffic flow being made permanent in Perth Street, Prahran. Please revert Perth Street, Prahran to two-way traffic flow.</p>
<p>The one-way traffic flow in Perth Street is funnelling traffic into Donald Street. During a Pandemic (and Melbourne lockdown) is not the time to conduct a trial of traffic flow.</p> <p>During this trial period, significantly more vehicles have been funnelled into Donald Street in Prahran. During this trial period, Stonnington Council's formal recording of the number of vehicles using Donald Street was conducted during the COVID Pandemic and during lockdown periods. During the Pandemic and the COVID lockdowns, less vehicles are on the road, so the Council's recorded vehicles numbers (sent as attachment B to residents), do not accurately reflect the true high number of vehicles now using Donald Street in Prahran. The significantly higher number of vehicles now using Donald Street, instead of surrounding streets, such as Perth Street, creates increased noise, inconvenience and increased risk for pedestrians of Donald Street, Prahran.</p> <p>In conclusion: The one-way traffic flow in Perth Street is funnelling increased traffic into Donald Street. During a Pandemic is not the time to conduct a trial of traffic flow. Please revert Perth Street, Prahran to two-way traffic flow. Thank you.</p>
<p>The data doesn't reflect the lived experience of a historical increase in traffic since 2019. Presumably the 2021 data is distorted by covid lockdowns and therefore not valid as presented.</p>
<p>The one way flow is inconvenient for local residents and has just moved through traffic into adjacent streets.</p>
<p>Terrible - clogs the streets up and forces us to drive down narrowed streets. We really hate it.</p>
<p>I think that the traffic has increased since Perth St has been one way. 2020 stats are not indicative due to the lockdown. Some car travel at speed in Donald St where there are many young children. Also Perth and Donald are similar widths- why was Perth St chosen?</p>
<p>Have you seen Commercial Rd. Traffic is absolute madness already, trams on either end High St and Commercial Rds. This change would only cause for greater congestion and delays in Public transport and emergency services.</p>
<p>My street is already very busy. The proposed changes will increase traffic on Alfred Street.</p>
<p>The original change proposed improving traffic on Greville St which has not been significantly altered. Furthermore, the change makes it difficult to circle the block when finding a car park which is difficult on those times when you cant park in the permit zones.</p>
<p>The arrangement has caused some drivers to do some silly and dangerous manoeuvres at the intersection of Greville and Perth. Also not particularly happy with the increased volume on Donald Street (particularly being a parent of young children)</p>
<p>I strongly oppose the changes but as with all the other changes Stonnington Council has made to our streetscapes, what the residents say has no bearing on their decision.</p>
<p>The proposal would significantly exacerbate traffic congestion and Transport injury risk on Donald Street.</p>
<p>Have lived in the area for over 40 years and all of a sudden you are making streets one-way. No one way streets, share the traffic flow through all the streets.</p>
<p>There already parking and traffic pressures. Past few days, much higher traffic and speeding. Streets like Alfred need to be kept safe and less noise traffic</p>

I recommend the trial is extended. I do not support the permanent implementation of the Perth Street one-way traffic flow at this stage.

I recommend that the trial is extended for the following two reasons:

- 1) The 2021 counts were conducted from 23 February to 8 March at a time where there were still restrictions in Victoria (associated with the Holiday Inn cluster, Melbourne Airport Terminal 4 Exposure site and the Grand Hyatt) and a large portion of people had not yet returned to office (restrictions were at 50% capacity, a key driver of local trips) so it is difficult to tell if the outcome of the survey is due to reduced movement or the intervention of the trial.
- 2) The implementation of a one-way system is difficult to reverse and should be considered further with accurate data. An ever-expanding one-way system significantly decreases the permeability of our local road network forcing more short trips onto arterial roads (such as Commercial Road and High Street) increasing congestion, delaying the public transport network and potentially driving further rat-running through the few still remaining two-way streets.

Since Perth street has been made one way there have been 6 "side swipes" of stationary cars in our street compared to 2-3 incidents over the proceeding 14 years. The amount and traffic and speed down our street has become a significant issue. There are no speed humps in our portion of Donald street and at end of the street there is no "no standing" line markings on the road, so at peak hours traffic that want to exit the street gets backed up as drivers on Commercial road are not required to leave space for vehicles to exit Donald Street. The Perth street changes haven't solved the problem, just moved it to other streets like ours.

I live in Donald St & am writing to object about Perth St being one way.

I have previously written to the councillors about it not working but am interstate and don't have my laptop to send my previous email to you.

We have been interstate for nearly a month. Apparently there are some other neighbours who left before lockdown who still aren't home either.

I received a text from a neighbour saying objections are due tomorrow about Perth St being one way. Could we please have an extension given a lot of people are away because of lockdown and apparently ppl were notified in the mail which is no use for those of us not at home.

The one way system is not working. Donald St & Alfred St have had increased traffic and not nice traffic. There's been more road rage since Perth St became one way than I've seen in 13 years. One expensive car I literally witnessed was side swiped and the driver drove off. Cars are speeding down our street at approx 80km an hour nowadays. We have a lot of children and elderly. It's pretty scary. Residents are concerned and angry.

Why was the one way system even made? What was the intention?

Commercial Road & High Street are more packed than ever. I own a dog walking & dog training business and only walk dogs in Prahran & South Yarra and some days spend 4 hours a day in shit traffic. One way streets don't help. They seem to make people angry.

Not allowing massive developments will help.

<p>The traffic these days is a joke and certainly no longer making Prahran 'Melbourne's most wanted to live in suburb'.</p>
<p>The permanent closure increases traffic flow in Nottingham Street by around 209. Increased congestion in a narrow street with parked vehicles along kerb</p>
<p>Since the implementation of the Perth St, one way traffic trial our business has been impacted in a negative manner. Many of our customers live in the area between Charles St to Punt Road and High St to Commercial Rd.</p> <p>We have been disadvantaged, due to these customers not being able to access our store from their homes without travelling on Commercial Rd.</p> <p>Frequency of visits from customers in this area has declined as has the size of their basket spend. Tending to buy less to carry home rather than larger purchase being taken home by car.</p> <p>A suggested solution for Perth St traffic management would be to place "Give Way to oncoming Traffic" signs along Perth St.</p> <p>Prior to the implementation of the Perth St traffic management trial 99.99% of traffic movements in Perth St were conducted with courtesy and respect for fellow road users.</p> <p>Please reinstate two way traffic in Perth St., Prahran</p>
<p>We wholeheartedly object to the permanent change because it has directly increased the traffic flow in our street.</p> <p>Alfred Street was already a by-pass of Punt Rd and now it's worse with the Perth load being diverted to Alfred St. We too, get hospital, cafe and Wesley traffic - and now more.</p> <p>With Porter St changing direction, now Perth and Charles one-way and Nottingham not going all the way through, Alfred St has become noticeably dangerous.</p> <p>There are many delightful primary-aged school children who play in their front courtyards and walk to school together - including my two boys.</p> <p>For a square block of streets to be daily and safely planned, the ENTIRE street scraped needs to be put into consideration TOGETHER - not in an ad-hoc manner.</p> <p>I request the Perth St one-way test be finished and a more holistic approach be adopted- perhaps alternating the one-way traffic system as they do on the Toorak side of Commercial Rd - or harsher speed humps or slowing bollards on Perth St.</p>
<p>By making Perth St one-way, it has caused more cars to drive down Alfred Street, making it very unsafe to cross the road. There is now much more traffic in my street with people speeding to avoid commercial road traffic and high street. I would like Perth Street and other side streets to remain two way traffic to allow traffic flow evenly across the residential side streets.</p>
<p>We disagree with the proposal. Perth St is wider than Nottingham St and can easily accommodate 2 way traffic. Changing it into 1 way will increase traffic into Nottingham St and force that traffic to go to Nottingham St and Commercial Rd to get to Perth St.</p>
<p>Proposed change would significantly inconvenience residents of Burns Street.</p>

<p>Making one-way streets in this area only puts extra vehicles on the two way streets. Despite your attachments, many cars speed in this area. Commercial Rd is a bottleneck particularly on weekends and most times after 3:30pm, since Greville and Porter Street changes. Better traffic flow without compromising the local neighbourhood and creating a safe area for families and the elderly is our greatest concern.</p>
<p>We strongly oppose implementation of this traffic flow to be made permanent due to increased time and inconvenience in hitting High St from Perth Street which accounts for 95% of our trips out of our house</p>
<p>I do not support dividing a single street in the middle and making either end of that street flow in different directions. I think this is dangerous. I support Perth being one way or two ways as a whole.</p>
<p>There has been a net increase in traffic into our street due to this change.</p>
<p>Not required - just limit right turns in peak hours. This is very inconvenient for residents, doesn't impact speed and people should just be patient.</p>

1. I do not support this proposal.
2. In principle, I support the concept of residential side-streets being limited to local access, and discouraging traffic from using them to cut through between major roads such as Commercial Road and High Street.
3. This, however, should be part of a plan encompassing all the roads within the block, and should not be dealt with as an individual 'street-by-street' response.
4. Such a specific response can be expected to encourage further bespoke applications for restrictions in other streets.
5. The increased cost implications for ratepayers in having a series of piecemeal reviews, and the associated street-engineering changes if approved, should be part of the consideration.
6. Moreover, there appears no inherent logic for advantaging Perth Street over the other local streets which can be used as a thoroughfare, to the detriment of residents of those streets (Donald, Alfred, Charles and potentially Athol streets).
7. This proposal, if implemented in isolation, can also be expected over time to see increased traffic, with the associated noise, exhaust pollution, and decreased road safety, in the surrounding residential streets.

Footnote:

It is not clear what the Covid effect was on traffic numbers during the time of the second survey (during 2021 - albeit not conducted while 'shut-down') but, not surprisingly, the trial saw an overall reduction in Perth Street by some 1,000 cars per day (daily count: north 1,817 reduced to 802; south 1,969 reduced to 944), and a significant drop in peak hour numbers.

Charles Street, however, recorded a significant per centage increase in total use, particularly at the south end. The south end of Donald Street also saw a marked increase in traffic, up almost 25% during the AM peak (from 61 to 76) and by 70% (from 67 to 114) during the PM peak. The western section of Greville street also saw an increase in traffic.

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Perth street north – 1817 daily decreased to 802. (AM peak from 186 to 90, PM peak from 158 to 81). Average speed increased from 38 to 40.8 kph.

Perth street south – 1989 reduced to 944. (AM peak from 192 to 142, PM peak from 198 to 93). Average speed increased from 38 to 39.8 kph.

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Alfred street north – 720 daily increased to 764. (PM peak increased from 58 to 63). Average speed reduced from 37 to 33.1 kph.

Alfred street south – 704 daily reduced to 678. (PM peak increased from 69 to 74). Average speed reduced from 39.9 to 35.6 kph.

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Charles street north – 598 daily increased to 731 (PM Peak 48 increased to 65). Average speed increased from 28.6 to 33.4 kph.

Charles street south – 604 daily increased to 915 (AM Peak 39 increased to 75; PM Peak 76 increased to 121). Average speed increased from 37 to 38.2 kph.

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Donald Street north – 859 daily reduced to 813, but unchanged numbers during peak times. Average speed decreased from 34.2 to 33.4 kph.

Donald Street south – 720 daily increased to 933 (AM Peak 61 increased to 76; PM Peak 67 increased to 114). Average speed increased from 39.4 to 39.6 kph.

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Consultation Discussion

There was a total of 141 submissions received in response to the public notice advertisement. The responses received have been tabulated and included as an attachment to the report. Through the responses received there were some similarities in the responses. The table below shows a summary of the issues raised, the number of responses that raised the issue, and an officer's response. The issues are listed below.

ISSUES FROM THOSE WHO PROVIDED SUPPORT

Issue Raised	#	Officer's Response
Traffic volumes, road rage, congestion have decreased in Perth Street	22	The speed and volume survey have shown that the volumes in Perth Street have decreased by 44% since 2019 whilst the remaining streets have remained relatively the same if not slightly increased. Observations have shown that there are no longer congestion issues at the intersections in relation to vehicles travelling in opposite directions and not being able to pass each other. The trial has improved the situation in Perth Street.
Some vehicles still travel in the wrong direction/speed in the street	5	At the beginning of the trial this was an issue as behavioral changes to new traffic conditions take time. With improved signage and line marking this has decreased. It is noted that this may still occur, however the permanent intersection works are to be designed to make this safer and to reduce speeds of vehicle entering the street at the intersections.
Support the proposal, however can you make the following streets one-way Moss Street Donald Street Alfred Street Nottingham Street Doon Street	2 6 6 2 1	The concern with this proposal was that as it only included Perth Street, the residents of other streets would want their streets to be included even if they support the Perth Street proposal. There has been no resident driven support from these streets for these types of changes only from Perth Street residents. The data collected also suggests that these surrounding streets do not have the same impacts as Perth Street under two-way flow. If this is required at a further date, Council could investigate.
The counts in 2019 were pre covid? Were 2021 impacted by Covid	1	The counts in 2019 were conducted in September when there was no impact to Covid. As outlined in the report, the 2021 counts were provided at a time when advice from the Department of Transport suggested that traffic volumes were at normal capacity.
Can we have the NO RIGHT TURN bans reinstated on High Street and Commercial Road?	1	These restrictions were removed as part of the trial as it was decided by Council to remove the turn bans to improve the access movements for residents into Perth Street in the morning and afternoon peaks. Council could consider the reinstatement of these turn bans if more support from Perth Street residents was received. At this stage this was raised once which suggests that the residents of Perth Street are currently happy with existing conditions.

ISSUES FROM THOSE WHO OPPOSED

Issue Raised	#	Officer's Response
Trial should not occur during lockdown/Covid as the data collected is not valid	4	This was discussed in the report relating to the timings and pressure Council was under in implementing this trial. When data collection occurred we were given advice for the

		Department of Transport stating that traffic volumes were at a normal capacity.
Inconvenient for residents/Do not like the proposal	3	This type of response is accepted for any proposal as it is difficult for unanimous support. In relation to a one-way proposal it is acknowledged that this is the negative effect of these proposals as it does make it difficult for residents to move around the local area.
These streets are now impacted more by traffic due to the one-way Moss Street Donald Street Alfred Street Nottingham Street Burns Street Greville Street	1 8 4 2 1 1	These responses were expected as it only included Perth Street. This is possible in the future as vehicles would no longer be able to access Perth Street to travel between Commercial Road and High Street so vehicles may transfer to other streets. However, this is a positive step toward encouraging more traffic to use arterial routes (by discouraging this rat-run). The impact on traffic in the surrounding streets has been tested and the volumes in the street have not drastically changed. In 2019, Perth Street had over 1800 vehicles in the street and no surrounding local street has reached that level. It is noted that traffic in Greville Street is high, however Greville Street is a collector road and has a different use to the remaining streets in this local network as it connects Punt Road to Chapel Street. Council could investigate these streets further if required at a future date.
The arterial roads (Commercial Road and High Street) are now more congested	4	This trial was proposed to reduce the traffic impact to Perth Street to reduce rat runs in the local area and keep traffic on the arterial roads. Therefore, it is considered that this is suitable. Congestion on the arterial roads is a state issue for the Department of Transport.
Why was Perth Street chosen and not Donald Street	1	A petition was received from the residents of Perth Street and when the speed and volume counts were conducted in 2019 it was shown that the traffic volumes in Perth Street were higher than the other streets and this was causing congestion issues.
What the residents say has no bearing on the outcome	1	All the submissions received have been included in the report and discussed. The Councillors have been provided with all the community feedback received to make an informed decision.
The consultation should be extended because of Covid lockdowns. Residents are stuck interstate, residents cannot discuss the matter with their neighbours due to restrictions	2	As explained in the report the consultation was delayed to a time where restrictions were at a minimum. It was unfortunate that a lockdown occurred during the consultation period. Council was able to notify all residents and absentee owners via mail prior to this lockdown. It is difficult for Council to account for those residents not at home throughout the month of consultation. The proposal was also advertised in the newspaper, on the Council website and on Councils social media accounts. Whilst these issues are noted, this process received a high number of responses when compared to the trial consultation in 2019 which only received 12 responses.

Perth Street, Prahran – Submission Hearing Resident Speaker Listing - 16 August 2021

1.	<p>Speaker 1</p> <p>Opened by stating that this was now a much fairer arrangement. They stated that Perth Street used to have half of the total traffic load in the area whilst none of the other streets exceeded 20%. All streets now are within 22-27%. The new arrangements now have a fairer redistribution.</p> <p>Speaker is supportive of the permanent implementation of one-way in Perth Street.</p>
2.	<p>Speaker 2</p> <p>Stated that he lives in the south end of Perth Street near the day care centre and has noted it's much safer with less road aggression. Cars used to bank up in either direction and it was a nightmare with honking cars and aggression.</p> <p>He thinks the proposal is fair on the Perth Street residents, it has minimal negative impact to the surrounding residential streets, and it now makes the street really pleasant, nice and safe for the residents including children to live in.</p> <p>Speaker is supportive of the permanent implementation of one-way in Perth Street.</p>
3.	<p>Speaker 3</p> <p>Speaker 3 starting by stating they live on Donald Street. They wanted to highlight their submission where they recommended that the trial be extended. The basis of this is that the ever expanding one way network is causing more permeability of the local street network and although it may be the right solution given it started before Covid, the speaker isn't sure a decision should be made as the rest of the trial and surveys have happened during Covid.</p> <p>The speaker asked that Council wait until we have a time after Covid to gather more accurate data as it is difficult to reverse a one-way flow arrangement. They also included that the one-way is moving traffic onto the arterial roads and impacting the public transport network.</p> <p>The speaker does not support the permanent implementation of one-way in Perth Street.</p>
4.	<p>Speaker 4</p> <p>The speaker started by noted that the one-way traffic flow was funnelling traffic into Donald Street. they then continued onto her concerns with running the trial during a pandemic. They stated that during the pandemic is not a time to conduct a trial.</p> <p>According to the speaker the times when the 2021 survey period were recorded was during the lockdown period in February. The tube was installed near her house so they saw it get installed. There has been less vehicles on the road during this period even though there has been an increase in Donald Street. She acknowledged that Perth Street</p>

	<p>residents are happy that the street is safer, however it now means Donald Street has become the opposite, cars are speeding and there is traffic all the time. The speaker doesn't think that Donald Street should be one-way as it would be problematic in pushing vehicles out onto the arterial roads which is a nightmare during weekends.</p> <p>There is now a risk to pedestrians walking on Donald Street. Its not creating a pleasant experience for those living in Donald Street. Cr Morgan asked Ms the speaker to explain a bit further the safety risk to pedestrians. The Speaker replied by stating that speeds have increased adding a greater risk to pedestrians crossing the road. You are often crossing the street as you have to park on the opposite side of the street where parking is available.</p> <p>The Speaker does not support the permanent implementation of one-way in Perth Street.</p>
5.	<p>Speaker 5</p> <p>The speaker started by highlighting that she has noted a significant improvement to the traffic flow on High Street in the morning and afternoon peak times, including during lockdown. Vehicles turning left or right into Perth Street from High Street are now not impacted by vehicles travelling south on Perth Street. The entrance is quite narrow into Perth Street so there used to be queuing on High Street before they could attempt the turn in. This has been resolved.</p> <p>The Speaker continued to state that the flow has also helped residents looking to turn right into High Street from Kent Street. They used to have to wait for all the traffic which now has been significantly reduced. These changes have helped road safety.</p> <p>Cr Batagol noted that there have been periods where we haven't been in full lockdown and asked The Speaker if they thought during those times traffic had improved. They replied stating that High Street hasn't been as bad as it was pre pandemic but believes the changes will improve the situation once the pandemic is over.</p> <p>The Speaker is supportive of the permanent implementation of one-way in Perth Street.</p>
6.	<p>Speaker 6</p> <p>The Speaker opened by stating that they liked the proposal and is the suitable solution as all the streets are so narrow. However, they noted that this was just moving the problem. They requested that something needs to happen in the other streets like Donald Street and Alfred Street. There are a lot of new families in Donald Street. It would be the most sensible solution if these other streets are also made one-way. The Speaker wanted to state that the average traffic volumes are fine, however we need to worry about the rogue motorists.</p> <p>The Speaker is supportive of the permanent implementation of one-way in Perth Street.</p>
7.	<p>Speaker 7</p> <p>The Speaker started by stating that she is a new resident in Perth Street. From the speaker's perspective they wouldn't say it's quiet in Perth Street but having it worse than it currently is with the one-way would be far worse. Having it one-way has seemed</p>

	<p>to cut out the rat-run traffic. The Speaker stated there was more traffic in Perth Street during lockdown than St Kilda Road. There are parts along Perth Street that narrow so bringing it back to two-way would make the issues raised earlier in relation to congestion worse.</p> <p>The street is now proportionate with the other streets in the area and that is acceptable. She would like to see it maintained.</p> <p>The Speaker is supportive of the permanent implementation of one-way in Perth Street.</p>
8.	<p>Speaker 8</p> <p>Speaker 8 opened by congratulating the councillors stating that they have done really well. It's a blessing to have the traffic halved. The reduction of traffic has been good. They stated that he understood the concerns of the residents in Donald and Alfred Streets, however he plead that they all have to share the load. He has always been concerned about the kindergarten kids and this has helped improve the safety for them.</p> <p>They requested to the Councillors if we could consider putting back the No Right Turn bans during the peak times to pre-empt the rise in traffic after the pandemic.</p> <p>They also raised the issue of construction in the area. Lots of construction vehicles in the area are parking in front of residential houses early in the morning leaving their motors on and asked if Council could look at these trucks using the narrow street as these vehicles are being disrespectful.</p> <p>Cr Batagol asked for their opinion on how they felt the traffic in the other streets had changed. The speaker did make an observation that during his walks of the area there was a lot more parking and traffic in Donald Street. However, they closed by noting that other residents from the surrounding streets may not be aware that 2000 vehicles used to use Perth Street and this has helped significantly.</p> <p>The speaker is supportive of the permanent implementation of one-way in Perth Street.</p>

There were 5 other submitters who elected to be heard at this Council meeting, however, after notification of the meeting details, failed to attend the Council meeting.

8.4 Devorgilla Avenue, Toorak - Traffic and Pedestrian Concerns

Manager Transport & Parking: Ian McLauchlan

Director Environment & Infrastructure: Rick Kwasek

Linkage to Council Plan

Liveability: The most desirable place to live, work and visit.

L6 Maintain Council's infrastructure and assets essential for the sustainable operation of the City.

Purpose of Report

To provide an update on traffic and pedestrian concerns raised in Devorgilla Avenue, Toorak and the request for traffic management. Cr Koce requested this matter be brought to Council.

Officer Recommendation

That Council:

- 1. NOTE the results of speed and volume counts undertaken in Devorgilla Avenue, Toorak, and that no further action is required to attenuate traffic speed;**
- 2. NOTE the matter will be referred to the Council's Infrastructure Unit for the investigation of a footpath in Devorgilla Avenue, Toorak; and**
- 3. NOTE that officers will advise the lead resident of the outcome and Council's determination accordingly.**

Executive Summary

1. Some residents expressed a desire for traffic management in Devorgilla Avenue, Toorak, citing vehicle speeds and that due to lack of footpaths, pedestrians must walk on the road. Loss of parking and speed humps were not preferred, but a shared zone with speed signs, stop signs and end treatment only was preferred.
2. There have been no casualty crashes (crashes which require emergency services attendance) recorded in the past 5 years. Speed and volume surveys indicate that speed and volume are within acceptable limits for a local street. Based on these results, traffic management would not be warranted at this stage.
3. The matter will be referred to Council's Infrastructure Unit for investigation of a footpath.

Background

4. Devorgilla Avenue is an east-west local road running between Irving Road and Kooyong Road, Toorak. The carriageway is approximately 7.5m wide, allowing parking on both sides of the street. There are nature strips on both sides, however there is no continuous footpath on either side.

- Officers arranged for speed and volume counts to be undertaken in Devorgilla Avenue, Toorak in December 2018, in response to a separate resident query. The counts occurred over a 2-week period and captured the speed of vehicles in the street and volume of vehicles using the street. The results captured at the time are shown below.

Devorgilla Avenue	December 2018
Weekday Ave Volume (veh/day)	279
Peak Hour Volume (veh/hour)	30
85 th Percentile Speed (km/h)	41
Ave Speed (km/h)	31

- The 85th percentile speed is the speed at which 85% of vehicles travel at or below, and is used by the industry for design. As Devorgilla Avenue is subject to a default 50 km/h speed limit, the 85th percentile speed is 9 km/h below the speed limit. Typically, traffic management is considered where the 85th percentile speed is 5 km/h above the speed limit. Local streets are considered able to carry at least 2,000 vehicles per day, so the average volume is reasonable. There have also been no casualty crashes (crashes that require emergency services attendance) recorded in the past 5 years.
- Based on the above, no further action was warranted to attenuate traffic or speed in Devorgilla Avenue.
- In January 2020, the above speed and volume summary (noting -speed and volume counts are considered relevant for 3 years) was provided to the lead resident. Consistent with the previous response, we advised that no further action was warranted.
- The resident disagreed with the officer's position and requested some form of traffic management for the street. Concern was raised that Devorgilla Avenue is not a typical local street, as pedestrians are forced to share the middle of the road with traffic due to the lack of a continuous footpath on either side of the road. Pedestrians all must use the road on a daily basis, day, and night. Concern was also raised regarding occasional drivers that do not observe the speed limits. Officers asked the lead resident to indicate whether community support exists to install traffic management devices in the street.

Key Issues and Discussion

- The lead resident undertook a survey of their neighbours on preferred traffic treatments in the street, and the results are shown in the table below.

Agreement for the need of traffic management		
Yes – 9/11	No – 2/11	
Speed humps		
Yes – 1/11	Ambivalent – 1/11	No – 9/11
Declaration of Shared Zone – including designated parking and landscaping		
Yes – 2/11	No – 9/11	
<i>Note: landscaping opposition was only the resulting loss of street parking</i>		
Declaration of Shared Zone – speed limits, stop signs and end treatments only		
Yes – 7/11	No – 4/11	
<i>Note: 2 of the 4 opted no for any traffic management</i>		

11. Based on the above, some residents of the street agree that traffic management is required, and that a shared zone with speed limits, stop signs and end treatments only may be preferred.
12. It should be noted that officers have also been contacted by other residents of the street, expressing some concerns and objections about traffic management. The lead resident also confirmed that parking loss and speed humps were not preferred.
- 13.
14. Options for Consideration
- 15.
16. Shared Zones
 17. A shared zone is a segment of a street in which drivers must give way to pedestrians. The speed is posted at 10 km/h or 20 km/h and a shared zone is a form of pedestrian priority area. They are often used in areas where there are large numbers of pedestrians using the space. Shared zones are Major Traffic Control Items under Department of Transport (DoT) delegation. Therefore, Council is not authorised to install shared zones, and consent from DoT would need to be obtained.
 18. Most recently, a shared zone was installed in Cato Street, Prahran. Other locations include Edward Street, Toorak and Albert Street, Windsor.
 19. Both Cato Street and Albert Street were reconstructed to be visually distinct from a standard road. Edward Street was not reconstructed; however, it has a series of speed cushions installed. Shared zones are generally successful when the street is not made to look like a street (i.e., removal of kerbs, use of a different surface material). This type of construction is beneficial where there are a high number of pedestrians compared to vehicles (such as shopping areas). Such reconstruction would be expensive, and is unbudgeted. It would also likely result in the loss of on-street parking spaces.
 20. As there are no high pedestrian generators near Devorgilla Avenue, it may not be reasonable to reconstruct the street to make it look like a shared zone. The residents also do not prefer designated parking and landscaping as part of a shared zone.
 21. The other option for shared zones would be through the use of physical devices such as speed cushions. However, DoT previously advised Council that it did not support shared zones with cushions in local streets. They would prefer reconstructions like Cato Street.

There is a distinction between Cato Street, which has nearby pedestrian generators, and Devorgilla Avenue, which is a local street with minimal pedestrian generators. Furthermore, the residents do not prefer speed cushions, so a shared zone is not considered a viable option.

22.

23. *Installation of a footpath*

24. One of the concerns raised was the lack of footpaths along either side of Devorgilla Avenue, and that pedestrians need to walk on the road. There are currently nature strips on both sides, however these have mature street trees. Three options may exist for the installation of a footpath. The first option would be to install a footpath outside the nature strip on a single side of the road. It would result in the removal of parking on that side of the street to ensure sufficient width for through traffic.
25. The second option would be to convert the nature strip on one side of the street to a footpath. As there are utility poles on the north side of the street, the second option would likely be on the south side to provide a 1.5m wide footpath. This option may not result in parking loss but will require the removal of numerous mature street trees.
26. The third option would be converting the nature strips on both sides of the street to footpaths. It will still require the removal of numerous mature street trees but may also require the relocation of utility poles to accommodate a wide enough footpath.
27. An option to install footpaths outside both nature strips may not be physically viable, as it may impact property access (motorists entering and exiting properties). It will also remove all on-street parking in the street.

28.

29. *Overall Treatment Consideration*

30. For the Shared Zone option mentioned earlier, DoT is unlikely to support a Shared Zone with the use of speed and STOP signage, and end treatments only. History suggests they may only consider a Shared Zone with a complete reconstruction, including landscape treatments, staggered parking, road humps etc. As we are aware residents do not support landscaping and designated parking, this option may not be supported by them. Notwithstanding, even if residents support the option with landscaping and designated parking, DoT approval would need to be sought. As Devorgilla Avenue is a local street with no significant pedestrian generators, DoT approval may not be forthcoming.
31. Although some residents expressed a need for traffic management in Devorgilla Avenue, the data collected showed that the 85th percentile speed and volume of traffic are within acceptable limits for a local street. In designing a street, it is not practical to design for 100% of speeds to be at or below the speed limit, as there is a segment of motorists who will, regardless of road treatment/education/warning signage etc. travel at speeds beyond the legal limit. It is for this reason that the 85th percentile speed is used. Even in roads with speed treatments there are vehicles which exceed the speed limit.
32. At this stage, there are no traffic engineering reasons why traffic management is required in Devorgilla Avenue.
33. As the resident has raised specific concern regarding pedestrian access and the lack of footpaths forcing pedestrians to walk on the carriageway, Council must now consider

safe and exclusive pedestrian access along the street based on recent advice.

34. Detailed investigations would need to occur by Council's Infrastructure Unit to determine if there are any limitations (due to underground services etc.) to install a footpath.
35. The matter will be referred to Council's Infrastructure Unit to investigate the installation of a footpath in Devorgilla Avenue.

Governance Compliance

Policy Implications

36. There are no policy implications associated with this report.

Financial and Resource Implications

37. The speed and volume surveys were undertaken as part of the operating budget in 2018/19.

Conflicts of Interest Disclosure

38. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

39. Based on recent advice, Council will now consider safe and exclusive pedestrian access along the street. Council has an obligation under the *Disability Discrimination Act* to ensure appropriate access to provided.

Environmental Implications

40. There are no environmental implications relevant to this report.

Community Consultation

41. There was no requirement for community consultation.

Human Rights Consideration

42. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

Nil

8.5 Percy Treyvaud Multipurpose Sports and Recreation Facility - Project Update

Manager Project Management & Delivery: Madelyn Eads-Dorsey

Director Environment & Infrastructure: Rick Kwasek

Linkage to Council Plan

Community: An inclusive City that enhances the health and wellbeing of all residents, where people can feel safe, socially connected and engaged.

C5 Increase participation in physical activity through long-term recreation planning and service delivery.

Liveability: The most desirable place to live, work and visit.

L1 Strategically invest in open spaces, sporting fields and community facilities, and optimise use according to community needs.

Purpose of Report

To update Council on the status of the Percy Treyvaud Multipurpose Sports and Recreation Facility Project, including the Project Program and revised Project Budget.

Officer Recommendation

That Council:

- 1. NOTE the revised Project Budget of \$49.90M for the Percy Treyvaud Multi-Purpose Facility Development Project;**
- 2. NOTE the Project Program for the Percy Treyvaud Multi-Purpose Facility Development Project;**
- 3. NOTE that a subsequent report will be brought to Council to award the contract for Principal Contractor at the completion of the procurement process.**

Executive Summary

1. On 28 June 2021 Council approved officers proceed with contract documentation and contractor procurement for the Percy Treyvaud Multipurpose Sports & Recreation Facility Development.
2. Since then, Council officers and the consultant team have met with the Project Steering Group, finalised the tender documentation and proceeded with the procurement of the Principal contractor for the project.
3. A pre tender estimate has confirmed the project budget

Procurement Plan

4. Root Partnerships have been commissioned by Council as Project Managers for the project. Council officers and Root Partnerships identified that the end of August was the earliest date that the tender documentation could be released.

5. Council previously considered and approved a design and construct contract method which is considered the most appropriate and efficient contract model for this project. The design is at 50% contract documentation which means the final detailed design phase will occur once the contractor is appointed.
6. This procurement method transfers some of the design risk to the contractor and provides the opportunity for the contractor to use their knowledge and expertise to finalise the design.
7. This procurement method also enables the tender documentation to be released quicker and reduces the overall project timeframe.
8. Seven appropriately appropriate prequalified contractors were selected from the Victorian Construction Supplier Register and were requested to reply via email and confirm their commitment to submitting a tender for the project. They were selected based on their previous experience delivering community sport and recreation facilities of a similar scale and value and their experience with the design and construct contract model. They were:
 - a. ADCO
 - b. Built
 - c. Icon
 - d. Ireland Brown
 - e. Hutchinson
 - f. Kane
 - g. Watpac
9. The following four contractors replied and committed to submitting a tender:
 - a. ADCO
 - b. Ireland Brown
 - c. Hutchinson
 - d. Kane
10. The tender was released on the 4th of September 2021 and a report will be brought back to Council for consideration once a preferred principal contract has been determined following completion of the procurement phase in November 2021.
11. It is expected that works will commence on site in early 2022. The complete program of works will be confirmed once a preferred contractor is determined and will be included in the report to Council later this year.

Budget update

12. The pre-tender cost estimate for the project is \$49,900,000 and includes all components of the masterplan. The increase since the last cost estimate is attributed to the following factors:
 - a. Project delay due to Covenant Supreme Court Hearing
 - b. Impacts due to Covid lockdowns
 - c. Price increases for steel and concrete
 - d. Timber shortages

- e. Changes to the building code for fire insulated walls and ceilings
 - f. Additional acoustic treatments
13. This 10% increase is in line with general market increases since October 2019 which is when the last cost plan was completed.
14. The project team has undertaken value management and identified a list of further potential savings that may be considered once the tenders are received.
15. The fixed price design and construct contract method is the best model in this economy because it locks in pricing allowing for value management options to be explored with the contractor and minimises potential contract variations.

Governance Compliance

Policy Implications

16. There are no policy implications associated with this report.

Financial and Resource Implications

17. The table below shows the difference between the current funding and cost estimate and provides an indication of budget phasing. The total cost estimate below includes all works identified in the masterplan.

	Previous Years	21-22	22-23	23-24	24-25	Total
Funding allocation 2019	\$3.15M	\$7M	\$14.45M	\$12M	\$8M	\$44.60M
Cost estimate	\$2.00M	\$7M	\$30M	\$10M	\$900K	\$49.90M

Conflicts of Interest Disclosure

18. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

19. To minimise legal and risk implications associated with this project officers have commissioned legal advice in the formulation of contracts and project management consultants to assist in project delivery.

Environmental Implications

20. Since the project was put on hold in 2019 Council has declared a climate emergency and is working toward achieving zero net emissions for Council's own operations by 2030. An environmental design review of the building was undertaken. The draft Sustainable Assets Policy was applied to the project and existing documentation was reviewed through the 5-star Green Star rating system.
21. The review concluded that the design achieved 50% of the credits required to reach 5-star certification and there were easy wins and further commitments required from the

contractor to achieve the 5-star Green Star certification.

22. The most significant design element being incorporated to achieve this rating is replacing the gas fired boilers with heat pumps. This will ensure that the building is powered by 100% renewable energy and is in line with the targets outlined in the climate emergency action plan. The cost estimate for this change is \$500,000 which will be funded through sustainability capital works budgets.
23. The Green Star brief is included in the tender documentation and a consultant has been appointed to assist in managing this process.

Stakeholder Consultation

24. The project team has met with the following stakeholder groups over the past two months to finalise the design before going to tender.
 - a. Prahran Netball Association
 - b. Chadsotne Bowls Club
 - c. Chadstone Tennis Club
 - d. Chadstone Recreation and Civic Club
 - e. Chadstone Lacrosse
 - f. East Malver Tooronga Cricket Club
 - g. Basketball Victoria
 - h. Council Sustainability Department
 - i. Council Traffic and Parking Department
 - j. Council Open Space and Environment Department
 - k. Council City Operations Department
 - l. Council Asset Management Department
 - m. Council Recreation Department

Human Rights Consideration

25. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

Nil

This document is confidential information under Section 66 (2) (a) of the Local Government Act 2020. The matter is deemed to be confidential under Section 3 (1) (g) private commercial information, being information provided by a business, commercial or financial undertaking that -i) relates to trade secrets; or ii) if released, would reasonably expose the business, commercial or financial undertaking to disadvantage.

8.6 COVID Recovery Fund - Recommended Expenditure

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Chief Financial Officer: Julia Gallace

Director Community & Wellbeing: Cath Harrod

Linkage to Council Plan

Community: An inclusive City that enhances the health and wellbeing of all residents, where people can feel safe, socially connected and engaged.

- C1** Enhance community health and wellbeing outcomes through quality service delivery and strategic partnerships.

Stewardship: Council will strive for excellence, ensuring that it has the capacity to deliver timely and efficient services to meet community needs and continually improve standards of service delivery.

- S1** The City's capacity to deliver the objectives of the Council Plan is based on our service culture, people, good governance, business systems and technology, asset and risk management and responsible financial planning.

Purpose of Report

To obtain approval from Council to allocate the third tranche of COVID response and recovery funding for initiatives to provide targeted community support.

Officer Recommendation

That the Council:

- **APPROVE the drawdown of \$790,285 against the remaining balance of the COVID Response/Recovery Fund within the 2021/22 Budget;**
- **NOTE that after this drawdown the remaining balance within the COVID Response/Recovery Fund will be \$757,845; and**
- **NOTE that as the COVID environment continues to evolve over the next few months, Council will consider further targeted community support initiatives that will be relevant to address the community need at the time.**

Executive Summary

1. The 2021/22 Budget includes a \$1.89 million COVID Response/Recovery Fund. Officers considered several options and scenarios for the allocation of these funds and have provided a recommendation to Council.

Background

2. At the Council Meeting of 28 June 2021, Council endorsed the 2021/22 Budget including the introduction of a new \$1.89 million COVID Response/Recovery Fund equivalent to the value of the 2.0 percent rates waiver/concession, to provide targeted community support in the 2021/22 Financial Year.
3. The balance of the COVID Response/Recovery Fund is \$1,548,130 as Council has previously approved the following drawdowns:
 - \$182,420 ~ Full rental waiver for all Prahran Market Traders for a 14-day period.

- \$159,450 ~ A council concession of a flat \$50 on rates payable on a residential property of a Pension Concession Card Holder.

Key Issues and Discussion

4. Officers have considered potential options for use of the COVID Response/Recovery Fund which aligns with relief and recovery priorities.
5. Council recommends approval of the following initiatives to the value of \$790,285 to be funded from the COVID Response/Recovery Fund:

Item	Scenario Recommended	Est. Cost \$
Footpath trading permits	Waive permit fees from September 2021 to December 2021 (4 months)	269,085
Health Registrations	Waive registration fees up to 30 June 2022 <ul style="list-style-type: none"> • 100% (4 QTRs) for hotels, caterers, community groups • 50% (2 QTRs) for health businesses • 25% (1 QTR) or food businesses 	285,200
Trader Directional Signage	Waive fees until 30 June 2022	41,000
Business Mentoring	Master Classes / Webinars Geo-target campaign to businesses over 6-12 months	20,000
Youth Programs	Educational connection program to build resilience and re-engage vulnerable kids	20,000
Youth Programs	Support for mental health through a Headspace presence in Stonnington	40,000
Night-time economy	Trial a night-time economy summer project to support young people leaving night clubs	30,000
Family Programs	Family violence, child safety, assist people living in public housing, facilitated through an outreach support at MCH and Baby Makes 3 program	50,000
Calendar of Events	Capacity and resilience building – series of speakers and workshops to include: <ul style="list-style-type: none"> • Woman in workforce, • Digital marketing / engagement • Parenting support 	35,000
Total Recommend Allocation		790,285
Remaining Balance in Fund		757,845

6. The initiatives proposed to be funded from the COVID Response/Recovery Fund are those outside existing funding within the 2021/22 Budget to address a range of community support initiatives and economic and place support initiatives.
7. Council is also investigating budget re-purposing opportunities to partially fund our estimated cost to provide community emergency response and meet our financial hardship obligations.
8. As the COVID environment continues to evolve over the next few months, Council will consider further targeted community support initiatives that will be relevant to address the community need at the time.

Governance Compliance

Policy Implications

9. There are no policy implications associated with this report.

Financial and Resource Implications

10. The COVID Relief and Recovery Reserve is a part of the 2021/22 Budget, and all proposed initiatives can be accommodated within the allocated \$1.89 million budget.

Conflicts of Interest Disclosure

11. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

12. There are no legal / risk implications relevant to this report.

Environmental Implications

13. There are no environmental implications relevant to this report.

Community Consultation

14. There was no requirement for community consultation.

Human Rights Consideration

15. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

Nil

8.7 Community Grants Program 2021/22

Manager Aged, Diversity & Community Planning: Liz Daley
Director Community & Wellbeing: Cath Harrod

Linkage to Council Plan

Community: An inclusive City that enhances the health and wellbeing of all residents, where people can feel safe, socially connected, and engaged.

- C1** Enhance community health and wellbeing outcomes through quality service delivery and strategic partnerships.
- C2** Strengthen Council's commitment to support our diverse and inclusive communities.
- C7** Support local community organisations with equitable access to facilities, training, and resources.

Purpose of Report

To seek Council endorsement of applications recommended for funding through the Stonnington Community Grants program for the 2021-2022 budget year.

Officer Recommendation

That Council:

- 1. APPROVE the recommendations for Community Capacity Building (annual) grants funding for the Community Grants Program 2021/2022 as shown in Attachment 1;**
- 2. APPROVE the recommendations for Partnership (triennial) grants funding for the Community Grants Program 2021/2022 for the first of three years funding (subject to the annual budget and accountability provisions) as shown in Attachment 1;**
- 3. APPROVE the allocation of Ethnic Meals Program subsidies to community groups for 2021/2022 as shown in Attachment 2, noting this is a restricted historical program not available to new groups;**
- 4. NOTE any applicant unable to expend the grant during the 2021/22 financial year will be required to return unspent funds to the Council;**
- 5. NOTE grant recipients, including funding amount and project description, will be publicised on the Council's website; and**
- 6. NOTE that the remaining balance of funding will be made available for Quick Response grants.**

Executive Summary

1. Stonnington Community Grants Program supports eligible groups deliver vital activities that contribute to community wellbeing; social connectivity and inclusion; and promote environmental sustainability.
2. A review of Community Grants Program in 2020 sought to simplify the grant process and provide greater clarity for applicants. The review introduced a cap on funding and limit of

two (2) applications per applicant.

3. Applications were assessed against weighted criteria articulated in the Community Grants Guidelines 2021/22. Of 109 applications submitted, 91 are recommended for funding.
4. Cash grants recommendations are below budget; the remaining funds will support Quick Response Grants for unforeseen events.
5. Recommendations for Ethnic Meals Subsidies are included for eligible senior groups.

Background

6. A review of the Community Grants Program in 2020 resulted in the introduction of changes, including a new "Quick Response" grant for out of cycle applications.
7. The review included the Ethnic Meals Program that introduced a subsidy of \$5 per head for up to 75 resident participants over 44 weeks (about 10 months) of the year.
8. Council Meeting (7 June 2021) endorsed the 2021/22 Community Grants Policy and Guidelines and with this, the release of the program. The Community Grants Program opened for application on 14 June and closed 12 July 2021.
9. A cross-Council panel of officers assessed grants against the stated assessment criteria within the Grant Guidelines. Grant recommendations are based on information supplied in the application and support material.
10. In some cases, further information was sought from applicants to clarify budget and applicability of funding received from other sources.

Key Issues and Discussion

11. The annual community grants program supports eligible community groups and not for profit organisations deliver local activities to improve community health wellbeing and safety; enhance social connections; promote accessibility and inclusiveness; advance social cohesion and reconciliation; and actively promote environmental sustainability.
12. The Community Grants Policy and Guidelines 2021/22 introduced a funding cap and limit of two applications per applicant. Funding comprises cash grants, in-kind venue, and in-kind community transport support.
13. A total of 109 applications were received; including 93 applications for annual grants, of which 78 are recommended; and 16 applications for partnership grants, of which 13 are recommended.
14. Whilst requests for cash grants were larger than the available budget, recommendations are under budget. The remaining funds will be distributed to support Quick Response grants. This new funding category supports out of cycle grants for unforeseen events. Requests for in-kind support were under budget.

15. Applications recommended for no support generally fall into the categories below:
- a. proposed a project or program considered to be the responsibility of the State or Federal Government to fund.
 - b. Applicant did not meet legal requirements as being a not-for-profit organisation;
 - c. Activity duplicates an existing program provided by the Council.
 - d. Proposed program considered limited or lacking broader community benefits; was considered capital works or was unable to demonstrate the need for the additional support sought.
16. Successful applicants will be required to enter into a funding agreement with the Council and meet acquittal and other obligations.
17. Recommendations for the Ethnic Meals Program are included. Once approved, funds will be distributed quarterly with recipients required to submit receipts and acquittals to release future funds. The impact of COVID restrictions will be considered in the release of funds.

Governance Compliance

Policy Implications

18. The Community Grants Policy and Community Grants Guidelines 2021-2022, endorsed by Council 7 June 2021, guide the Community Grants Program.

Financial and Resource Implications

19. Community Grant Program recommendations are within the allocated budget; as shown below:

	Cash	In-kind	Multicultural Meals	Total
Budget allocation	\$622,720.00	\$2,094,250.00	\$86,075.00	\$2,803,045.00
Amount requested	\$899,595.68	\$439,011.4	N/A	\$1,341,590.59
Amount recommended	\$609,495.70	\$385,503.64	\$78,990.00	\$1,073,989.34
Remaining funds	\$13,224.30	N/A	N/A	\$13,224.30

Conflicts of Interest Disclosure

20. Community Grants Guidelines include contact information for Council officers across various subject areas. Council Officers who assisted organisations or community groups with the application process declared conflict of interest and excused themselves from assessing their applications.

Legal / Risk Implications

21. There are no legal / risk implications relevant to this report.

Environmental Implications

22. There are no environmental implications relevant to this report.

Community Consultation

Purpose	To provide information to eligible community groups and organisations on the opening and closing dates for applications to community grants program, including the application process and eligibility requirements.
IAP2 Goal	Inform
Exhibition period	Community Grants opened 14 June 2021 and closed 12 July 2021
Method	<p>Notification email sent through the SmartyGrants system (9 June 2021) followed by reminder emails (17 June 2021)</p> <p>Internal email sent to Council Officers which were encouraged to share with their networks (10 June 2021)</p> <p>Information on the Community Grants program posted on the Council website (10 June 2021)</p> <p>Information on the Community Grants program posted on social media (Facebook and Twitter)</p> <p>Information on the Community Grants program placed in the Stonnington News (Winter edition)</p> <p>One online Information session on 18 June 2021</p> <p>Two online support sessions on 23 and 30 June 2021</p> <p>A document with frequently asked questions posted on the Council's website on 20 June 2021</p>
Reach	<p>278 individuals received an email notification via the SmartyGrants system (Note that some organisations have more than one person listed as contact persons).</p> <p>26 Council Officers received an email containing information about the Community Grants program and were asked to share it with their networks.</p> <p>Promoted the Community Grants program on social media (Facebook with 8,965 followers and Twitter with 2,956 Followers).</p> <p>Information was posted on the Stonnington City Council website.</p> <p>The program was also promoted in the Stonnington News (Winter edition).</p> <p>26 people booked the information session but only 13 attended (18 June).</p> <p>4 people attended the two online support sessions (23 June and 30 June).</p>
Summary of feedback	<p>Resulted in 109 applications to community grants program. In addition, feedback included:</p> <ul style="list-style-type: none"> • appreciation of the support provided by the Council to first-time applicants who were less familiar with the application process and SmartyGrants system. • appreciation of the changes introduced (ie. simpler application form for in-kind support requests only).
Impact	The purpose of the engagement was to inform community groups and organisations about the Community Grants Program, including eligibility requirements and the application process. These interactions that occurred as part of this process will inform further improvement initiatives.

Human Rights Consideration

23. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

1. Community Grants - Recommendations [8.7.1 - 12 pages]
2. CONFIDENTIAL - Ethnic Meals Subsidy Program - Recommendations [8.7.2 - 2 pages]

This document is confidential information under Section 66 (2) (a) of the Local Government Act 2020. The matter is deemed to be confidential under Section 3 (1) (l) information that was confidential information for the purposes of section 77 of the Local Government Act 1989



AUGUST 2021

Community Grants 2021/22

Recommendations

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Overview

Funding Category Requests and Recommendations

Category	Applications Received	Funding requested (cash and in-kind)	Applications recommended	Funding recommended
Community Capacity Building (Annual Grants)	93	\$833,120.41	78	\$627,216.99
Partnership (Triennial Grants)	16	\$505,486.68	13	\$367,782.35
Ethnic Meals Program	NA	NA	10	\$78,990.00

Budget Allocation and Recommendations

	Cash	In-kind	Ethnic Meals	Total
Budget allocation	\$622,720.00	\$2,094,250.00	\$86,075.00	\$2,803,045.00
Amount requested	\$899,595.68	\$439,011.41	NA	\$1,341,590.59
Amount recommended	\$609,495.70	\$385,503.64	\$78,990.00	\$1,073,989.34
Remaining Funds*	\$13,224.30	\$1,708,746.36	\$7,085.00**	\$1,729,055.66

*Available for allocation through Quick Response grants

**Remaining funds from Ethnic Meals subsidy program will not be allocated through Quick Response grants

Summary of Recommendations

Community Capacity Building (Annual Grants)

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGCCB00075	Team Sports 4 All	TS4A Stonnington Expansion Project (continued from last financial year)	Full funding	\$ 15,000.00	\$ -
CGCCB00064	Therapeutic Engagement Support Services Association Incorporated	MAT Life Skills Program Stonnington	Full funding	\$ 5,100.00	\$ 5,730.00
CGCCB00003	Cultivating Community	Saturday Cook Club	Full funding	\$ 14,690.00	\$ -
CGCCB00009	Malvern Emergency Food Program Incorporated	Malvern Emergency Food Program	Full funding	\$ 10,000.00	\$ 367.60
CGCCB00014	Auspicious Art Projects (auspicing Statera)	Stonnington Youth Arts Initiative	Full funding	\$ 15,000.00	\$ 3,261.90
CGCCB00019	Rotary Chadstone East Malvern	BusyFeet Stonnington	Full funding	\$ 1,000.00	\$ 5,257.17
CGCCB00024	Australian Skateboarding Federation	Learn to Skate Beginner Skate Workshops and King Of Vert Competition.	Full funding	\$ 8,750.00	\$ 3,500.00
CGCCB00037	Stonnington City Brass Inc	Musical Performance, Training and Development, Attraction and Retention	Full funding	\$ 13,750.00	\$ -
CGCCB00043	Phoenix Park Table Tennis Club Inc.	Tuesday Beginners Table Tennis and Seniors Festival Table Tennis Program	Full funding	\$ 2,800.00	\$ 7,305.60
CGCCB00045	Duldig Studio Inc.	Textures in Time - Community Ceramic Art Project	Full funding	\$ 9,500.00	\$ -
CGCCB00047	Avalon Centre	Avalon Drop-In Day	Full funding	\$ 5,500.00	\$ -
CGCCB00048	Avalon Centre	A Day with Avalon	Full funding	\$ 5,000.00	\$ -

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGCCB00050	Armadale Probus Club	Armadale Probus Club Inc. Capacity Building Grant	Full funding	\$ 2,000.00	\$ 3,534.70
CGCCB00054	Beach Patrol Australia Inc	Love Our Street 3144-45	Full funding	\$ 4,400.00	\$ -
CGCCB00073	MINUS18 FOUNDATION INC	LGBTQIA+ Inclusivity Workshops	Full funding	\$ 15,000.00	\$ -
CGCCB00076	Collective being Foundation	Chill Vibes Yoga Club	Full funding	\$ 12,150.00	\$ -
CGCCB00077	Rewilding Stonnington (auspiced by Keep Australia Beautiful Victoria)	Rewilding Stonnington: Growing Community Capacity 2021-22	Full funding	\$ 5,300.00	\$ -
CGCCB00080	Prahran Netball Association Incorporated	Net Set GO Junior Development Program	Full funding	\$ 12,780.00	\$ -
CGCCB00085	C Care Inc.	Food Security for 181 CALD Stonnington Residents for 4 months	Full funding	\$ 12,500.00	\$ -
CGIS00001	Men of Malvern Inc.	CHECK THE MALE 2021	Full funding	\$ -	\$ 1,939.30
CGIS00002	Relationships Australia Victoria - Open Place Program	Forgotten Australians Christmas Party	Full funding	\$ -	\$ 2,983.50
CGIS00003	Windsor Senior Citizens' Club, Inc.	Club social activities	Full funding	\$ -	\$ 16,024.70
CGIS00008	Rotary Chadstone East Malvern	RCEM Craft Market	Full funding	\$ -	\$ 2,233.75
CGIS00011	St Roch's Primary School	Fundraising evening	Full funding	\$ -	\$ 2,041.00
CGIS00015	Sunnyside Kindergarten	Parent Major Fundraiser and Social Event - "Trivia Night"	Full funding	\$ -	\$ 2,041.00
CGIS00016	Inner Metro South Community Language Russian School "Rodnic"	Teach Russian Language and Culture	Full funding	\$ -	\$ 6,472.50
CGIS00019	Melbourne Gay and Lesbian Chorus	Evening rehearsals and concert	Full funding	\$ -	\$ 4,575.00

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGIS00021	Stonnington Chinese Association	Fortnightly social support program	Full funding	\$ -	\$ 1,716.00
CGIS00027	Friends of Baguia Inc.	Meetings and event	Full funding	\$ -	\$ 533.00
CGIS00030	Malvern Italian Senior Citizens club	Italian Seniors Citizens of Malvern Social Support 2020	Full funding	\$ -	\$ 28,889.25
CGIS00033	Knitters of the Round Table	Knitters of the Round Table	Full funding	\$ -	\$ 3,740.00
CGIS00034	Kids in Philanthropy	KiP Hands on volunteering for youth and families	Full funding	\$ -	\$ 1,836.15
CGIS00036	Glamourhead Sharks Aquatics Club Incorporated	2021 Annual Awards Night & 20th Anniversary swim meet	Full funding	\$ -	\$ 2,819.65
CGIS00037	Thorne Harbour Health	Queer Pool Party	Full funding	\$ -	\$ 1,464.85
CGIS00038	Nar a Non Family Groups Inc	Nar a Non Support group for family and friends of individuals suffering from addiction	Full funding	\$ -	\$ 1,225.00
CGIS00040	Doll Association of Victoria	35th Malvern Doll Fair	Full funding	\$ -	\$ 8,950.50
CGIS00041	Star Health	Physical and wellbeing program	Full funding	\$ -	\$ 12,216.15
CGIS00044	Montenegrin Society "Njegos" Melbourne Inc	Social and cultural activities for the Montenegrin community	Full funding	\$ -	\$ 4,600.00
CGIS00045	Very Special Kids	Community Education Day	Full funding	\$ -	\$ 980.25
CGIS00047	Union of Christians from Constantinople in Victoria - Australia Inc	Union of Christians from Constantinople in Victoria - Australia Inc Social Support	Full funding	\$ -	\$ 3,047.00
CGIS00049	Melbourne Rainbow Band	Rehearsal Venue - Hall Hire	Full funding	\$ -	\$ 5,707.50
CGIS00050	Rotary Club of Toorak	Recycled Sound	Full funding	\$ -	\$ 1,396.45
CGIS00051	Magical Getaway Foundation	Awareness and fundraising event	Full funding	\$ -	\$ 2,041.00
CGIS00053	Zenon Cultural Centre Inc.	Greek language and culture program for children	Full funding	\$ -	\$ 5,460.00

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGIS00054	Inclusion Melbourne	Volunteering - Online Information & Induction Session & art activities	Full funding	\$ -	\$ 10,265.85
CGCCB00010	Hope Connection	Hope Connection Social Support	Part funding	\$ 800.00	\$ 9,412.00
CGCCB00002	Launch Housing	Tenancy Support Program (TSP) Brokerage	Part funding	\$ 10,000.00	\$ -
CGCCB00006	The Peoples' Choir	The Peoples Choir Project	Part funding	\$ 5,940.00	\$ -
CGCCB00007	Probus Club of Malvern	Social & Cultural Delivery Grant	Part funding	\$ 1,000.00	\$ 64.00
CGCCB00011	East Malvern Combined Probus Club	Provide reduced membership and activity costs.	Part funding	\$ 1,500.00	\$ 64.00
CGCCB00017	THE ONE BOX GROUP LIMITED	The One Box ~ A Fresh Approach to Food Access in Stonnington	Part funding	\$ 9,650.00	\$ -
CGCCB00018	Ptolemei Association of Greek Senior Citizens from Egypt & the Middle East	Ptolemei Association of Greek senior Citizens from Egypt & the Middle East Social Support Program	Part funding	\$ 1,000.00	\$ 12,094.76
CGCCB00023	Healthy Tourism Senior Citizens club 'VIGOR', ensemble 'Nostalgia'	Be in life	Part funding	\$ 2,000.00	\$ 29,276.80
CGCCB00026	U3A Stonnington Incorporated	Investing in Technology Equipment	Part funding	\$ 2,000.00	\$ -
CGCCB00027	Asklipios Greek Women's Seniors Club	Asklipios Greek Women's Seniors Club Social Support	Part funding	\$ 1,100.00	\$ 10,920.00
CGCCB00028	Prahran Chinese Women's Association	Prahran Chinese Women's Association	Part funding	\$ 2,000.00	\$ 8,428.00
CGCCB00032	Malvern Greek Senior Citizens Association	Outing - Malvern Greek Seniors Association	Part funding	\$ 2,000.00	\$ 36,738.70
CGCCB00033	Stonnington ballroom dancing Association	Social Support Program	Part funding	\$ 1,000.00	\$ 21,185.15

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGCCB00034	Prahran Greek Seniors Club Inc	Prahran Greek Seniors Club Inc Outings	Part funding	\$ 2,000.00	\$ 12,240.00
CGCCB00035	Russian Cultural & TV Association Inc. Sputnik	Cultural and organisational support for the production of new TV programs on C31 and DVDs for the local libraries in the City of Stonnington.	Part funding	\$ 1,000.00	\$ -
CGCCB00038	Toorak Basketball Club	Building an Inclusive Club	Part funding	\$ 3,979.00	\$ -
CGCCB00041	Sevdalinka Choir	Sevdalinka Choir Rehearsals/meetings 21/22	Part funding	\$ -	\$ 11,440.00
CGCCB00046	TOORAK MENS PROBUS CLUB INC	DAY TRIPS & OUTINGS --- ASSISTANCE FOR SENIORS AND THEIR PARTNERS	Part funding	\$ 1,000.00	\$ -
CGCCB00053	Australia Western Thrace Turkish Assoc. Of Vic Inc	Western Thrace Turkish Seniors Social Support Program	Part funding	\$ 2,500.00	\$ 1,384.00
CGCCB00055	Association of Former Inmates of Nazi Concentration Camps and Ghettos of the Former Soviet Union	Former Inmates of Nazi Concentration Camps and Ghettos Social Support Program	Part funding	\$ 1,500.00	\$ 584.00
CGCCB00059	Stonnington Greek Seniors The Friendship Club	Stonnington Greek Senior Citizens Club - Friendship Club	Part funding	\$ 1,000.00	\$ 11,180.00
CGCCB00060	Indian senior group (auspiced by Sewa International (Australia) Inc.)	Emotional and Social Support for Indian Seniors	Part funding	\$ 1,000.00	\$ 1,950.00
CGCCB00063	Arabic Senior Citizens Group	Arabic Seniors Social Support	Part funding	\$ -	\$ 64.00
CGCCB00066	Prahran Polish Elderly Citizens club	Prahran Polish Seniors Social Support	Part funding	\$ 500.00	\$ 8,836.00

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGCCB00068	St Andrew's Gardiner Tennis Club	Opening Tennis & Greener Facilities	Part funding	\$ 5,000.00	\$ -
CGCCB00069	Prahran Chinese Elderly Citizens Association	Prahran Chinese Elderly Citizens Association Social Support	Part funding	\$ -	\$ 11,244.00
CGCCB00070	MALVERN LEGACY WIDOWS CLUB	Malvern Legacy Widows Club meetings and outings	Part funding	\$ 1,000.00	\$ 804.00
CGCCB00071	Malvern Historical Society	Keeping Stonnington's History Alive in 2021-20	Part funding	\$ 2,520.00	\$ 471.20
CGCCB00072	Tibetan Community Victoria Inc.	Mental Health Project	Part funding	\$ 1,000.00	\$ 5,375.00
CGCCB00082	Yarra Riverkeeper Association	Sounds of Stonnington	Part funding	\$ 12,000.00	\$ -
CGIS00004	Spiritual Assembly of the Baha'is of Stonnington	Cultural and spiritual celebrations	Part funding	\$ -	\$ 1,452.06
CGIS00031	Grupo Primavera Prahran Latina American Assoc Inc	Grupo Primavera Prahran Latina American Assoc Inc Social Support Program	Part funding	\$ -	\$ 10,984.00
CGIS00032	Korean Elderly Citizens Association Victoria	Korean Senior's Active Ageing Program	Part funding	\$ -	\$ 10,660.00
CGCCB00004	Chadstone Lacrosse Club	Installation of essential safety fencing between the centre playing field and footpath and neighbouring houses	Not recommended	\$ -	\$ -
CGCCB00012	Japan club of Victoria	Japan club of Victoria	Not recommended	\$ -	\$ -
CGCCB00013	Carers Victoria	Stonnington Mingle	Not recommended	\$ -	\$ -
CGCCB00015	JoCare	Scone Time in Malvern	Not recommended	\$ -	\$ -
CGCCB00016	Senior Citizens of the Parish St Constantines & Helens, South Yarra and Prahran	Senior Citizens of the Parish St Constantines & Helens, South Yarra and Prahran Social Support	Not recommended	\$ -	\$ -

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGCCB00022	TRY Australia Children's	Putting Reconciliation into action in Early Childhood	Not recommended	\$ -	\$ -
CGCCB00039	Prahran Mechanics Institute & Circulating Library	Ongoing COVID Safe hygiene measures for the PMI Victorian History Library	Not recommended	\$ -	\$ -
CGCCB00061	2nd Prahran Scout Group	Adult Leader Support	Not recommended	\$ -	\$ -
CGCCB00062	Sunnyside Kindergarten Association Inc	Energy efficient appliances/technology	Not recommended	\$ -	\$ -
CGCCB00065	Prahran Mechanics Institute & Circulating Library	Laptop for the Volunteer Program.	Not recommended	\$ -	\$ -
CGCCB00078	Prahran Windsor South Yarra (PWSY) (auspiced by South Melbourne Sustainability Group Inc)	PWSY King St Carpark Community Garden	Not recommended	\$ -	\$ -
CGCCB00029	Game Aware	Game Aware Holiday Program	Not recommended	\$ -	\$ -
CGIS00005	Lloyd Street Primary School	Graduation	Not recommended	\$ -	\$ -
CGIS00007	Tamil Christian Congregation of Victoria	TCCV Church Annual Fellowship Dinner	Not recommended	\$ -	\$ -
CGIS00046	Malvern Valley Primary School	School concert	Application withdrawn	\$ -	\$ -
Total				\$246,209.00	\$381,007.74

Partnership (Triennial Grants)

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGP00003	Dads Group Ltd	Perinatal Mental Health and Wellbeing Program	Full funding	\$ 50,000.00	\$ -
CGP00006	JoCare Caring for Neighbours Inc	JoCare caring for neighbours	Full funding	\$ 30,000.00	\$ -
CGP00008	Stonnington Community Assist Inc.(formerly Prahran Citizens' Advice Bureau)	Assisting the Stonnington Community	Full funding	\$ 50,000.00	\$ -
CGP00016	Malvern Special Needs Playgroup Inc.	Malvern Special Needs Playgroup	Full funding	\$ 12,000.00	\$ -
CGP00022	Prahran Netball Association Incorporated	Walking Netball	Full funding	\$ 10,686.70	\$ -
CGP00025	St Josephs Outreach Services	SJOS Food Store	Full funding	\$ 18,000.00	\$ -
CGP00004	Star Health Group Limited	Stonnington Supported Residential Service (SRS) outings program	Full funding	\$ 50,000.00	\$ 569.00
CGP00005	St Martin's Youth Arts Centre	St Martins at The Hub	Full funding	\$ 35,000.00	\$ -
CGP00007	Prahran Community Learning Centre Inc.	Supporting Independent living and social participation	Part funding	\$ 9,200.00	\$ -
CGP00010	Prahran Community Learning Centre Inc	Inclusion and participation for vulnerable and disadvantaged communities (focus on young people)	Part funding	\$ 8,400.00	\$ -
CGP00014	Uniting (victoria And Tasmania) Limited	Nourished, Calm and Connected	Part funding	\$ 43,000.00	\$ 1,326.65
CGP00019	Uniting (victoria And Tasmania) Limited	Community Aid in Adversity	Part funding	\$ 42,000.00	\$ 2,600.00
CGP00020	Rotary Inner Melbourne Emergency Relief Network INC	RIMERN goods pick up service	Part funding	\$ 5,000.00	\$ -

Application ID	Organisation	Project Title	Officer Recommendation	Cash recommended	In-kind recommended
CGP00012	St Kilda Legal Service Inc	Community Partnerships Lawyer	Not recommended	\$ -	\$ -
CGP00027	Victorian Skateboard Association Inc.	Stonnington Skate Park Activation Project	Not recommended	\$ -	\$ -
CGP00001	Tritactics	Prahran Hub Martial Arts Program	Not recommended	\$ -	\$ -
Total				\$ 363,286.70	\$4,495.65

Ethnic Meals Subsidy Program

2021/22 Subsidy Recommendations

Eligible multicultural senior groups	Membership	Activity	Meeting regularity	2021/22 estimated attendance*	2021/2022 funding recommendation
Asklipios Greek Women's Group	43 (all Stonnington residents)	Weekly meals for approximately 40 residents (excluding holiday periods) in addition to information/education sessions; social and cultural celebrations; outings/excursions	Weekly (44 weeks)	41 members weekly	\$8,400.00
Association Of Former Inmates Of Nazi Concentration Camps & Ghettos From The Former Soviet Union (Stonnington Chapter)	43 (40 Stonnington residents)	Weekly Afternoon tea and social support activities for approximately 40 Stonnington resident members and 1 non-residents (except during holiday periods). In addition, there will be outings, health promotion and culturally specific activities and commemorative celebrations.	Monthly (11 weeks)	40 members monthly	\$2,200.00
Malvern Greek Senior Citizens Association	164 (163 Stonnington residents)	Meals for approximately 90 residents each week for 46 weeks during the year. Additionally, there will be a few outings and celebration of culturally specific activities.	Weekly (44 weeks)	95 members weekly	\$16,500.00
Malvern Italian Senior Citizens Club	49 (31 Stonnington residents)	Fortnightly meals for approximately 25 residents and 9 non-residents throughout the year (except for holiday breaks); Additionally, there will be weekly exercise sessions; social and cultural celebrations; bingo games except during holiday period.	Fortnightly (22 weeks)	25 members fortnightly	\$2,750.00
Prahran Chinese Elderly Citizens Association	250 (86 Stonnington residents)	Weekly purchased meals (excluding holiday periods) for approximately 61 residents and 28 non-residents; karaoke; table-tennis; and other social support activities (such as social and cultural celebrations); well-being activities; occasional outings	Weekly (44 weeks)	61 members weekly	\$13,420.00
Prahran Greek Seniors Club	70 (69 Stonnington residents)	Weekly meals for approximately 73 residents throughout the year (except for holiday breaks); social and culturally specific activities; outings and guest speakers; information sessions	Weekly (44 weeks)	73 members weekly	\$14,490.00

Eligible multicultural senior groups	Membership	Activity	Meeting regularity	2021/22 estimated attendance*	2021/2022 funding recommendation
Stonnington Ballroom Dancing Association	181 (81 Stonnington residents)	Activities three times a week. Meals once a week and refreshments at other times for about 39 residents and 37 non-residents every week. Activities include – dance rehearsals; dance parties; English classes; cooking classes; exercise programs; games; outings and excursions	Weekly (44 weeks)	73 members weekly	\$8,580.00
Stonnington Chinese Association	84 (44 Stonnington residents)	Fortnightly meetings that will include tai chi classes, sharing light lunch, health information sessions, English classes, cultural activities, games and occasional outings for about 20 residents and 17 non-residents	Fortnightly (22 weeks)	20 members fortnightly	\$2,200.00
Stonnington Greek Senior Citizens Association 'The Friendship Club'	55 (all Stonnington residents)	Weekly meals for approximately 38 residents (excluding holiday periods), plus special outings and guest speakers a few times during the year	Weekly (44 weeks)	38 members weekly	\$8,360.00
Healthy Tourism Senior's Citizens Club 'Vigor'	53 (38 Stonnington residents)	Weekly activities (excluding holiday periods) including dancing, singing, music and information sessions for 53 residents and 22 non-residents.	Monthly (11 weeks)	53 members monthly	\$2,090.00
Total				Total	\$78,990.00

*estimate is based on average attendance in 2019 (before COVID-19).

8.8 Advisory Committees - New Member Appointments

Manager Aged, Diversity & Community Planning: Liz Daley

Director Community & Wellbeing: Cath Harrod

Linkage to Council Plan

Community: An inclusive City that enhances the health and wellbeing of all residents, where people can feel safe, socially connected and engaged.

- C1** Enhance community health and wellbeing outcomes through quality service delivery and strategic partnerships.
- C4** Enhance community engagement to ensure the Council makes long-term decisions in the best interests of the community.

Purpose of Report

To approve appointments to vacant positions on the Community Recovery Committee, Disability and Access Committee and LGBTIQ+ Committee.

Officer Recommendation

That the Council APPROVE the following appointments to the below listed Committees of Council:

- a. Wendy Stone to the Community Recovery Committee.***
- b. Liza Coburn to the Disability Access Committee.***
- c. Melanie Jeffries to the Disability Access Committee.***
- d. Alexander Batsis to the LGBTIQ+ Advisory Committee.***

Executive Summary

1. Vacancies for community representatives currently exist on the Community Recovery Committee, Disability and Access Committee and LGBTIQ+ Advisory Committee.
2. Each Committee provides an important conduit with the community to advise the Council on key activities and strategic direction in relation to the relevant subject area.
3. Following recruitment processes, approval is sought to appoint:
 - a. One (1) applicant to the Community Recovery Committee.
 - b. Two (2) applicants to the Disability and Access Committee.
 - c. One (1) applicant to the LGBTIQ+ Advisory Committee.

Background

4. The Community Recovery Committee (CRC) was established in January 2021 with broad community representation to understand COVID-19 local impacts and enable a community led recovery process.
5. In May 2021, a member representing people with lived experience of disability resigned from the CRC, and the position has remained vacant since that time.

6. The Stonnington Disability and Access Committee (SDAC) Terms of Reference provide for 12 members and a Councillor Chair.
7. In April 2021, the Council appointed 10 members to the SDAC for a two-year term. A recruitment process was enacted to fill two remaining vacancies.
8. The LGBTIQ+ Advisory Committee Terms of Reference provide for 12 members and a Councillor Chair.
9. In August 2021, Council appointed 11 members to the LGBTIQ+ Committee; with one vacant position to be filled through a recruitment program.

Key Issues and Discussion

10. CRC membership is focused on key cohorts representing the Stonnington community; the vacant position is for a resident with lived experience of disability.
11. Wendy Stone is a member of the local community, is actively engaged with the SDAC, and has expressed interest, and is recommended to be appointed to the CRC.
12. Four applications were received for two SDAC Committee vacancies. Of these, one applicant withdrew.
13. Interviews with three applicants identified Liza Coburn and Melanie Jeffries as the preferred applicants for appointment to the SDAC for the next two years.
14. Following the appointment of the LGBTIQ+ Advisory Committee on 2 August 2021 Council meeting, a resident approached expressing interest in being part of the Committee. In accordance with the Council resolution, the vacancy was advertised, and an expression of interest was received.
15. As no further interest was received, and a recent recruitment program had occurred to appoint the broader Advisory Committee, it is recommended Alexander Batsis be appointed to the LGBTIQ+ Advisory Committee.

Governance Compliance

Policy Implications

16. There are no policy implications associated with this report.

Financial and Resource Implications

17. There are no financial and resource implications associated with this report.

Conflicts of Interest Disclosure

18. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

19. There are no legal / risk implications relevant to this report.

Environmental Implications

20. There are no environmental implications relevant to this report.

Community Consultation

21. SDAC was approached to provide a representative for the CRC.

22. LGBTIQ+ Advisory Committee vacancy was advertised on Council's website (27 August 2021).

23. SDAC vacancies were advertised on the Council's website, phone contact with Scope and Inclusion Melbourne (who are tenants in Council infrastructure) and digital promotion through the networks across Stonnington (see table below):

Carers Victoria	Musculoskeletal Australia	SANE
Inclusion Melbourne	MiCare	NDIS-Brotherhood of St Laurence
Scope	mecwacare	Vision Australia
Malvern Special Needs Playgroup	Dementia Aus	Guide Dogs Vic
Inner South Family and Friends	Alfred Health Carers Services	Caulfield Community Health

Human Rights Consideration

24. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

Nil

8.9 Climate Emergency Action Plan

Manager Open Space & Environment: Simon Holloway
Acting Director Environment & Infrastructure: Noel Kiernan

Linkage to Council Plan

Environment: A cleaner, safer and better environment for current and future generations to enjoy.

E1 Reduce energy use and associated greenhouse gas emissions.

Purpose of Report

To seek adoption of the Climate Emergency Action Plan, following a period of public exhibition and engagement. The report also presents the latest Sustainability Snapshot, an annual report highlighting progress towards achieving the goals of the *Sustainable Environment Strategy 2018-2023*.

Officer Recommendation

That Council:

- 1. APPROVE the Climate Emergency Action Plan 2021-2024 (refer Attachment 1);**
- 2. NOTE that a quarterly report will be brought to Council to provide an update on the implementation of the Climate Emergency Action Plan; and**
- 3. NOTE the Sustainability Snapshot 2020-21 report (refer Attachment 4) and the achievements of Council and the community in working towards the goals of the Sustainable Environment Strategy 2018-2023.**

Executive Summary

1. On 17 February 2020, the City of Stonnington declared a climate emergency, recognising the need for immediate and urgent action on climate change.
2. A key element of the climate emergency declaration was to develop an Action Plan to drive Council's climate emergency response and deliver on Council's commitment.
3. Council resolved at its 17 May 2021 Council Meeting to endorse the draft Climate Emergency Action Plan for the purposes of public exhibition and engagement.
4. Following community consultation on a draft plan, the Climate Emergency Action Plan 2021-2024 has now been updated and finalised.
5. The Climate Emergency Action Plan 2021-2024 is framed around an overarching principle of leadership and three strategic priorities covering both climate mitigation and adaptation:
 - a. Zero carbon Stonnington
 - b. Thriving in a changing climate

c. Working together for change

6. The annual Sustainability Snapshot provides an overview of progress made towards achieving the goals of Council's Sustainable Environment Strategy 2018-23, including actions undertaken in the past year to support Council's climate emergency response.

Background

7. On 17 February 2020, Council declared a climate emergency, recognising the need for immediate and urgent action on climate change.
8. The declaration included a commitment to develop an Action Plan to outline Council's climate emergency response, including actions to mitigate and adapt to climate change.
9. The Climate Emergency Action Plan 2021-2024 has been developed following two community consultation processes and internal consultation with Council staff.
10. The plan outlines Council's climate mitigation and adaptation priorities and steps for immediate and urgent action on climate change over the coming years.

Key Issues and Discussion

11. The Climate Emergency Action Plan 2021-2024 is ambitious, aspirational and achievable. It positions Council as taking a lead role in this global challenge, alongside local governments around the world, acting on the climate emergency and preparing for a changing climate at the local level.
12. Council's climate emergency response is not just environmental. It includes actions and objectives to support community health and wellbeing and the local economy.
13. The Climate Emergency Action Plan 2021-2024 includes an overarching principle of leadership and three strategic priorities to accelerate climate emergency response:
 - a. Zero carbon Stonnington
 - b. Thriving in a changing climate
 - c. Working together for change
14. Each priority includes targets and a series of actions to accelerate Council's climate response over an initial four-year period. Due to the current rate of policy and technological change, the plan will be reviewed and updated in 2024 to include new policies, technologies and feedback from stakeholders.
15. Implementation of the plan requires a Council-wide response, active engagement from the community and partnerships with a range of key stakeholders including other councils and the state government.
16. Comprehensive community consultation has informed development of the plan and the final version incorporates feedback received from the community, staff and Councillors.

Governance Compliance

Policy Implications

17. The Climate Emergency Action Plan 2021-2024 aligns with the following Council policies and strategies:

- a. *Council Plan 2021-2025 (draft)*
- b. *Public Health and Wellbeing Plan 2021-2025*
- c. *Sustainable Environment Strategy 2018-2023*
- d. *Urban Forest Strategy 2017-2022*
- e. *Cycling Strategy 2020-2025*
- f. *Integrated Transport Plan*
- g. *Public Realm Strategy*
- h. *Strategies for Creating Open Space*

18. Council's commitment to climate action and the development and implementation of this Climate Emergency Action Plan 2021-2024 align with the shared vision and priorities articulated in the Community Vision 2040 and Council Plan 2021-2025.

Financial and Resource Implications

19. Many initiatives identified in the Climate Emergency Action Plan 2021-2024 will be delivered through existing programs and resources across Council.

20. New actions identified in the plan to support Council's accelerated climate response that require additional resourcing beyond the current adopted budget will be subject to individual business cases and approval through the annual budget process.

Conflicts of Interest Disclosure

21. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

22. Climate change has been identified as a key risk in Council's strategic risk register.

23. The Local Government Act 2020 includes a number of overarching principles that must be taken into account by councils. They include:

- a. Giving priority to achieving the best outcomes for the municipal community, including future generations
- b. Promoting climate change mitigation and planning for climate change risks.

Environmental Implications

24. The Climate Emergency Action Plan 2021-2024 outlines Council's accelerated climate action response.

Community Consultation

Purpose	To seek feedback on the draft Climate Emergency Action Plan with the Stonnington community and other key stakeholders.
IAP2 Goal	Consult
Exhibition period	May – July 2021

Method	<ul style="list-style-type: none"> • Online Climate Emergency Forum • Community pop-up sessions • Online survey • Key stakeholder workshops • Community submissions • Direct emails to local community groups, Business Associations, local sports clubs and local schools • Special edition of the environment newsletter • Stonnington Engaged newsletter • On hold messages • Social media post
Reach	<ul style="list-style-type: none"> • Connect Stonnington page: <ul style="list-style-type: none"> ○ 1,402 visitors ○ 225 engaged participants (clicked on links) <p>In total, 270 people participated in engagement on the draft Climate Emergency Action Plan:</p> <ul style="list-style-type: none"> • Online Climate Emergency Forum (22 attendees) • Community pop-up sessions (121 participants) • Online survey (71 responses) • Key stakeholder workshops (39 attendees) • Community submissions (17 submissions)
Summary of feedback	<p>See attached two documents outlining the community and stakeholder engagement process, summary of feedback received and a response to key themes of feedback.</p>
Impact	<p>Feedback from the consultation process has informed the finalisation of the Climate Emergency Action Plan including:</p> <ul style="list-style-type: none"> • Simplification of the plan to ensure the priorities for action are clear (reducing emissions and adapting to a changing climate) • Highlighting opportunities for community action • Providing further information on sustainable transport as a key emissions reduction priority • Condensed actions <p>The 'CEAP Engagement Summary with Council Response' document summarises key feedback themes received during the consultation process. Comments have been provided for each feedback theme to outline how it has informed the finalisation of the action plan.</p>

Human Rights Consideration

25. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

1. Climate Emergency Action Plan [8.9.1 - 52 pages]
2. CEAP Community & Stakeholder Engagement Report [8.9.2 - 29 pages]
3. CEAP Engagement Summary with Council Response [8.9.3 - 13 pages]

4. Sustainability Snapshot 2020-21 [**8.9.4** - 10 pages]

Towards Zero Carbon 2030: Our Climate Emergency Action Plan 2021-2024



City of
STONNINGTON



2

Statement of commitment to Australia's First Peoples

The Council of the City of Stonnington acknowledges that the people of the Kulin Nations are the Traditional Custodians of this land and have strived to retain their identity and cultures through more than two hundred years of dispossession and colonisation.

Council recognises and accepts its responsibility to learn from, and promote the intrinsic value of Aboriginal and Torres Strait Islander cultures, heritage and contemporary aspirations to the wider community, understanding that this enriches Australia's heritage and our community.

Council acknowledges the right of Aboriginal and Torres Strait Islander Peoples to live according to their own values and customs in diverse community, subject to Australian law.

Council respects the special relationship the people of the Kulin Nations have to the land and recognise Aboriginal and Torres Strait Islander sacred sites and significant places.

Council recognises the valuable contributions to Victoria made by Aboriginal and Torres Strait Islander Peoples and will work together towards a future of mutual respect and harmony.

Towards Zero Carbon 2030:
Our Climate Emergency Action Plan
2021-2024

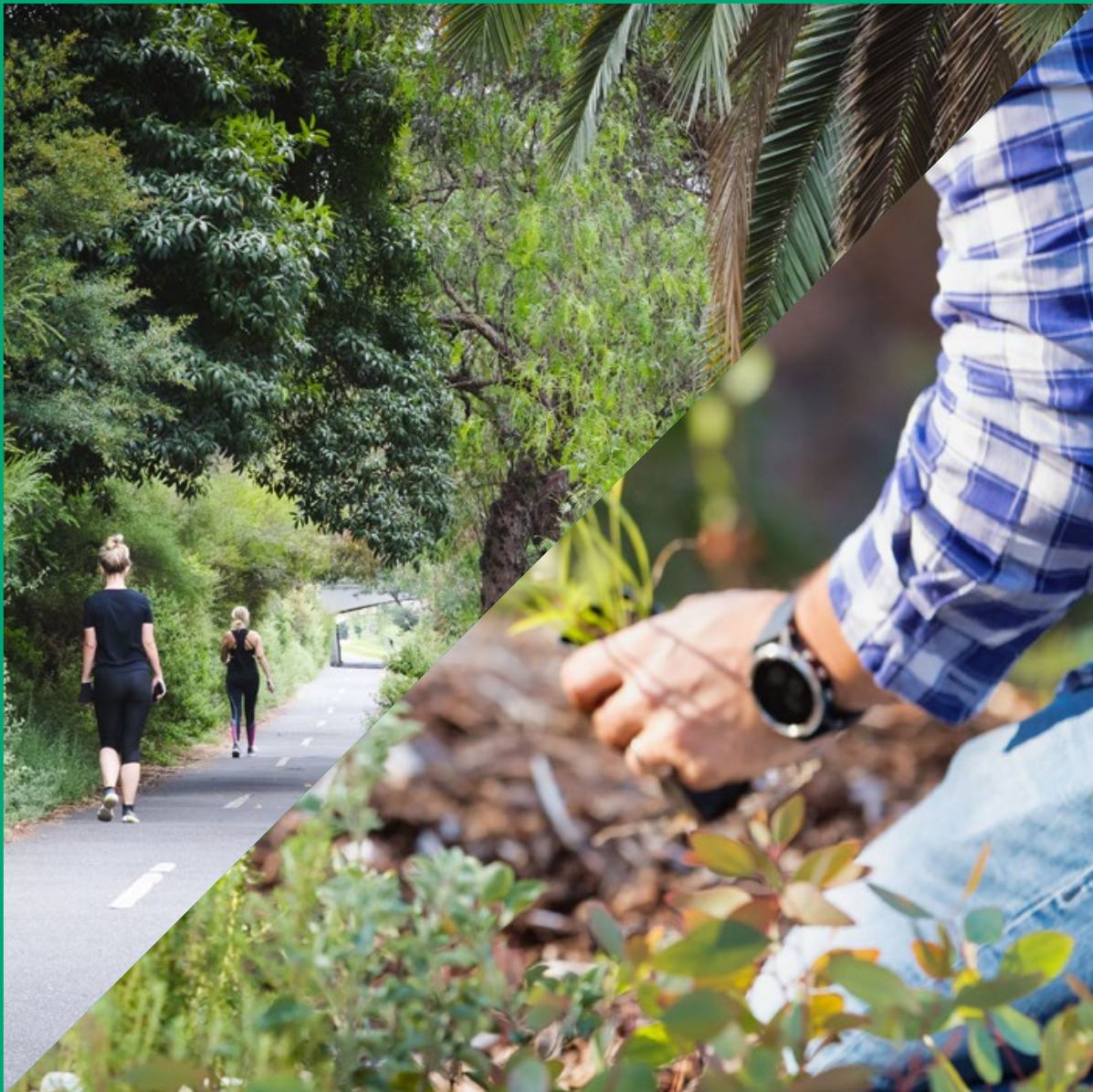
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4

Mayor's message



Towards Zero Carbon 2030:
Our Climate Emergency Action Plan
2021-2024

Mayor's message

5



I am excited to present our Climate Emergency Action Plan, outlining our bold approach to climate action and our work towards a more sustainable future for all of us.

This is not just a Council document. This is a plan for all of us and the future of our city.

We are in the midst of a global climate emergency and we need to act now. While climate change is a global issue, it has local impacts, affecting our environment, economy and the health and wellbeing of our community. We need to act, before it is too late.

The latest Intergovernmental Panel on Climate Change report confirms that urgent and accelerated climate action is critical. So we are stepping up and taking a strong leading role alongside local governments around the world.

This plan is charting our pathway towards 2030 and our zero carbon future. We know that climate action is a priority for our community and this plan clearly outlines our commitment to accelerate Council's own emissions reduction, the support we will provide our community and the work we will do to future-proof our city.

We can create change and make a difference when we all work together. I'm looking forward to working with you all on creating a more sustainable Stonnington for now and the future.

Kate Hely,
Mayor

6

Executive Summary



The City of Stonnington is committed to immediate and urgent action to reduce our own emissions, as well as helping to reduce community emissions and preparing and adapting our city for a changing climate.

Council declared a climate emergency on 20 February 2020, recognising that urgent action is required by all levels of government, including local councils. Climate change is already impacting the environment, economy and the health and wellbeing of our community and it will continue to do so.

Our Climate Emergency Action Plan outlines our pathway towards 2030 and a zero carbon and climate-ready future for our city.

—

Our commitment is framed around an overarching principle of leadership and three strategic priorities that address both climate mitigation and adaptation. Each strategic priority includes a series of actions.

1 — Zero carbon Stonnington

2 — Thriving in a changing climate

3 — Working together for change

—

In 2024 Council will undertake a review of this plan and our climate emergency response to update the action plan, ensuring that it includes new policies, technology and feedback from stakeholders.

Council will report on progress against its climate emergency priorities through the annual Sustainability Snapshot.

We have a responsibility to act on climate change and lead local action, contributing to the global effort. Alongside local governments around the world, we are taking a leading role to innovate, be bold, take action and take responsibility for current and future generations.

This commitment to climate action and the development and implementation of the Climate Emergency Action Plan aligns with the shared vision and priorities articulated in the [Community Vision 2040](#) and [Council Plan 2021-2025](#).

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Our priority actions

Our actions to avoid and reduce greenhouse gas emissions

Priority 1 – Zero carbon Stonnington

- » Transition Council facilities from gas to renewable energy
- » Accelerate the transition of Council’s fleet to electric
- » Develop a Zero Waste and Circular Economy Strategy
- » Avoid single use plastics
- » Expand food waste recycling
- » Facilitate a local circular economy
- » Support Stonnington households and businesses to reduce energy use and transition to renewable energy
- » Develop a walkable city
- » Develop a cycle-smart city
- » Support the community to reduce private car use
- » Support zero carbon developments



Our actions to adapt to a changing climate

Priority 2 – Thriving in a changing climate

- » Increase canopy cover and grow the urban forest
- » Ensure water sensitive urban design
- » Develop an integrated water management plan
- » Reduce reliance on drinking water supplies for irrigation and increase alternative water use
- » Protect and enhance biodiversity
- » Ensure Council’s facilities and infrastructure are futureproofed.
- » Update emergency management procedures
- » Educate and prepare the community on climate risks
- » Facilitate and support local climate action
- » Support local food production



Towards Zero Carbon 2030:
Our Climate Emergency Action Plan
2021-2024

Our priority actions

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Our Climate Emergency Action Plan outlines our climate adaptation and mitigation priorities and steps for immediate and urgent action on climate change.

Priority 1 is focused on climate mitigation through emissions reductions. Priority 2 is focused on adaptation by future-proofing our city and Priority 3 encompasses both mitigation and adaptation actions.

Our actions to embed climate response throughout Council and work in partnership for change

Priority 3 – Working together for change

- » Embed climate emergency response into all Council strategies, policies and plans
- » Embed climate emergency response into Council operations and service delivery
- » Educate Council staff on climate change and impacts
- » Monitor and report on climate action progress
- » Ensure sustainable finance and purchasing decisions
- » Advance partnerships, alliances and collaborations to progress Council's climate emergency response
- » Establish a Climate Emergency Advisory Committee with representatives from Council and the community
- » Partner with federal and state governments to strengthen their climate response



10

Introduction
**We are facing
a global climate
emergency.
We need to
act now.**



There is comprehensive scientific evidence that confirms the climate is rapidly changing, with catastrophic consequences. These changes are mostly due to human activity, including burning fossil fuels to power our buildings and transport, manufacturing to create the products we consume, agricultural practices and deforestation. These activities release greenhouse gases that trap heat in our atmosphere.

Climate change is a global issue with local impacts. It is already impacting our environment, human health and local economy, and it requires an immediate and urgent response.

The Victorian Government has committed to ambitious climate action, providing a strong foundation for our local response.

—

We have an obligation to act before it is too late. Council has a responsibility to act on climate change and lead local action, contributing to the global effort.

—

Alongside local governments around the world, we are taking a leading role to innovate, be bold, act and take responsibility for current and future generations – to reduce emissions and to prepare and adapt to a changing climate.

COVID-19 has forced us to be agile and adaptive in a way we could never have imagined possible. We learned that things can change significantly and quickly. We can change, we can make a difference.

We all need to work together – Council, the community, schools, businesses and state and federal governments – to take action on climate change and work towards a more sustainable future for all people, animals, plants and ecosystems.

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Climate change impacts

Global temperatures have risen by more than 1°C over the last 100 years, and we are already experiencing dangerous impacts. The Intergovernmental Panel on Climate Change (IPCC) report¹ states we must take significant action within the next 10 years to avoid a climate catastrophe and keep temperature rise under 1.5 degrees Celsius.

The IPCC predicts that even with current international commitments on climate change, there will still be a 3 to 5°C increase in global average temperatures by 2080.

Further information on the science and impacts of climate change can be found in the following:

- » Victorian Department of Environment Land Water and Planning Climate Science Report 2019
- » Victorian Government and CSIRO Local Scale Climate Projections Report 2019
- » United Nations Intergovernmental Panel on Climate Change
- » CSIRO Climate Science Centre
- » CSIRO climate change Q&A
- » Bureau of Meteorology and CSIRO State of the Climate Report 2018

Local climate impacts

Our city is already experiencing the impacts of climate change.

In Melbourne, the number of days each year exceeding 35°C is expected to increase from an average of eight days per year between 1981 and 2010 to an average of 13 to 21 days per year by the 2050s. This will increase the number of days with high fire risk and have a significant impact on the health and wellbeing of our community.

Increasing temperatures will also bring heavy rain events, causing flooding and impacting on local infrastructure such as roads as well as homes, waterways and our valued open space areas.

While Melbourne was wetter than usual in 2020, it is predicted that rainfall will decline in the long term, by around eight per cent by the 2050s. This will affect the health of our natural environment and the security of our water sources, bringing drought and challenges for food supplies.

Climate projections for the Greater Melbourne area include²:

- » Maximum and minimum daily temperatures will continue to increase over this century.
- » By the 2030s, temperatures are expected to increase by up to 1.6°C.
- » Rainfall will continue to be very variable over time, but over the long term it is expected to continue to decline in winter, spring and autumn, but with some chance of little change.
- » Extreme rainfall events are expected to become more intense on average through the century.
- » By the 2050s, the climate of Melbourne could be more like the current climate of Wangaratta.

Due to these impacts, our climate response needs to include city cooling strategies, water management planning and engagement and education to ensure our community is well-prepared.

Melbourne climate impacts:



more hot days



less rainfall



more intense downpours

¹ United Nations Intergovernmental Panel on Climate Change (2018). Global Warming of 1.5°C

² Department Environment, Land, Water and Planning (2019). Greater Melbourne Climate Projections climatechange.vic.gov.au/adapting-to-climate-change-impacts/victorian-climate-projections-2019

Council's climate emergency declaration

On 17 February 2020, the City of Stonnington declared a climate emergency, recognising the need for immediate and urgent action on climate change.

Council's climate emergency declaration outlined that we commit to act immediately and urgently on climate change and:

- » Recognise that we are in a state of climate emergency that requires urgent action by all levels of government, including by local councils.
- » Acknowledge the risks and threats of climate change and associated extreme weather events on the environment, economy and human health and wellbeing in the City of Stonnington and beyond.
- » Acknowledge the City of Stonnington's commitment and action to-date in response to climate change.
- » Accelerate and further strengthen Council's response to climate change.
- » Develop an action plan to drive Council action on climate change and deliver on Council's commitment, identifying opportunities and priorities to mitigate climate change and prepare for future climate impacts.
- » Ensure that Council's climate change commitment and response is integrated across all planning, decision making and service delivery.



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Through its Council Plan 2021-2025 and Sustainable Environment Strategy 2018-2023, the City of Stonnington has committed to action on climate change and has invested significant resources over many years towards reducing its own corporate emissions as well as supporting change locally.

There is a strong imperative for Council to continue to reduce greenhouse gas emissions and prepare for the changing climate. Climate change will have a significant impact on Council’s strategic goals and present many challenges across all operations, assets and areas of service delivery, as well as the health and wellbeing of our community.

While Council has been working for some time to reduce its own emissions and support the community to live more sustainably, it is time to accelerate our emissions reductions, ramp up the ways we support our community and prepare for changes to our city and community.

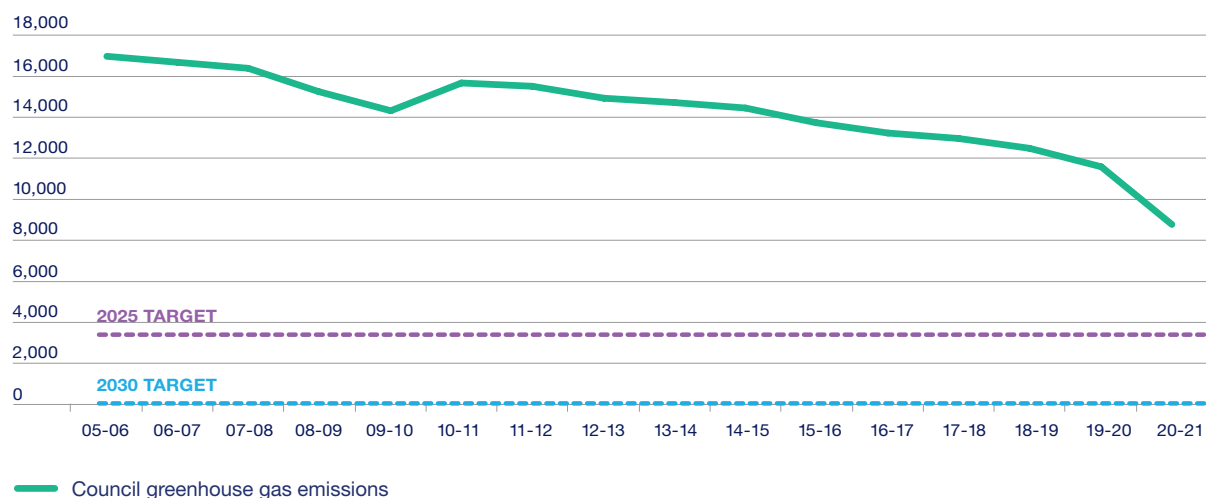
Council plays an important leadership role within Stonnington, driving local action and supporting the transition to a more sustainable future.

Council’s climate emergency response will also support community and economic recovery efforts following the COVID-19 pandemic. A focus on ‘building back better’ will support climate action and help build a stronger and more connected community and a more resilient local economy.

Council has met its 2020 target and will meet existing 2022 and 2030 targets by mid 2021. This provides us with an opportunity to go further, faster. Our commitment to immediate and urgent action on the climate emergency has meant that we have set new targets:

- » Reduce emissions by 75% below 2005 levels by 2025
- » Net zero emissions by 2030

Council greenhouse gas emissions (TCO₂e)



Note: The decrease in emissions in 2009-10 was due to the closure of Harold Holt Swim Centre for renovations. Energy use and associated emissions increased when the site reopened.

City of Stonnington's climate action to date

Council has been actively working for some time to reduce our own emissions and support our community. Our top climate change achievements over the last two years include:

Reduced Council's corporate greenhouse gas emissions by 48% between 2005 and 2021. By purchasing renewable electricity through VECO from 1 July, Council's emissions will reduce by 78% below 2005 levels, meeting our 2030 target to reduce emissions by 60% almost ten years early.



Began purchasing 100% renewable energy for all Council electricity use from 1 July 2021 alongside 45 other Victorian councils through VECO – the Victorian Energy Collaboration.



Invested millions into reducing our energy use through building efficiency improvements including heating and cooling upgrades, lighting and renewable energy.



Installed 980kW of rooftop solar on Council buildings and facilities, enough to power over 170 Stonnington homes per year.



Upgraded 3,888 street lights across the city to energy efficient LEDs.



Added 3 electric vehicles and 21 hybrid vehicles to Council's fleet.



Facilitated 182 Stonnington homes to install 734kW of rooftop solar and 47kWh of battery capacity through our solar and battery engagement program.



Delivered a range of sustainable living programs and events initiatives for our community, including My Smart Garden, the Apartment Composting Program, discounted composting systems, the Great Summer Clothes Swap, solar information sessions and community working bees in our parks and gardens.

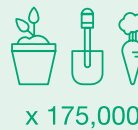
Introduced and implemented an ESD Local Planning Policy which requires developers to meet environmental performance standards for new private developments.



Completed the Yarra River Biodiversity Project, an award-winning project to enhance biodiversity, improve water quality, grow the urban forest and provide recreational and education opportunities along the Yarra River.



Planted 175,000 plants and trees across Stonnington streets and open space in three years.



Installed over 120 water sensitive urban design assets across the city including raingardens, swales, tree pits and wetlands.



Introduced food waste into our kerbside green waste collection service.



Incorporated recycled content into a range of projects across the city to support a circular economy, including asphalt, decking and street furniture.



These achievements are only a brief summary of the work we have been doing over the last couple of years in partnership with the Stonnington community. For further details of Council's climate and sustainability achievements, review our annual Sustainability Snapshot on our website.

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Community attitudes and behaviours

To develop this action plan, we sought thoughts and ideas from the community through surveys, forums and ideas boards. We heard that our community is concerned about climate change and they are keen to see Council action.

The **key themes** from our consultation include:

- » Ensuring that the climate emergency is a key strategic priority for Council
- » Including Environmentally Sustainable Design considerations for all new and upgraded buildings in Stonnington
- » Investment in more active transport options
- » Transitioning Council's fleet to electric vehicles
- » Provision of public electric vehicle charging stations
- » Council's ability to influence state and federal governments
- » Planting more trees and supporting biodiversity
- » Education and engagement for the community
- » Facilitating access for the community to renewable energy
- » Alliances that Council can build to achieve its goals
- » Supporting local renewable energy projects
- » Establishing short, medium and long term targets.

The **highest priorities** our community identified for Council action on climate change:

- » City greening and cooling
- » Sustainable transport
- » Reducing waste

The **actions** our community is planning to take to respond to the climate emergency:

- » Reducing waste
- » Increasing knowledge
- » Driving less
- » Switching to renewable energy.

What you said

“Responding to the crisis at every level of government is critical in mitigating what lies ahead. Council has great power at its disposal in terms of effecting changes at a micro level.”

— Stonnington resident

“The climate emergency is our greatest challenge, impacting every aspect of life on earth.”

— Stonnington resident

Local governments around the world have been playing a key role in responding to climate change at the local level, including working with and supporting local communities. Local government has been a leader across the world in driving action and change at the local level.

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Mitigating and adapting to climate change

Council's climate emergency response will be focused around **mitigation actions** to reduce our contribution to climate change, including actions to reduce greenhouse gas emissions and to draw carbon out of the atmosphere. While local in nature, these actions contribute to the global effort to act on climate change and include reducing the burning of fossil fuels, such as coal used to power our buildings and fuels used in transport, as well as reducing the methane produced when organic matter decomposes.

Our response will also focus on **adaptation actions** to reduce the negative impacts of climate change on human health and the natural world and adapt to life on a changing planet. We will be working to future-proof our city to minimise the effects of increasing temperatures and extreme weather events and reduce our vulnerability to these impacts.

Aligning with the Sustainable Development Goals

The United Nations Sustainable Development Goals (SDGs) are global principles adopted by the United Nations as well as other countries around the world, including Australia, to guide action towards a more sustainable future for all. The 17 SDGs help to provide a holistic approach to addressing global challenges such as poverty, climate change, clean energy, sustainable buildings, economic development and water use.

Our Climate Emergency Action Plan directly aligns and supports many of the SDGs, including:

- 
Good health and wellbeing (SDG 3)

- 
Affordable and clean energy (SDG 7)

- 
Industry, innovation and infrastructure (SDG 9)

- 
Sustainable cities and communities (SDG 11)

- 
Responsible consumption and production (SDG 12)

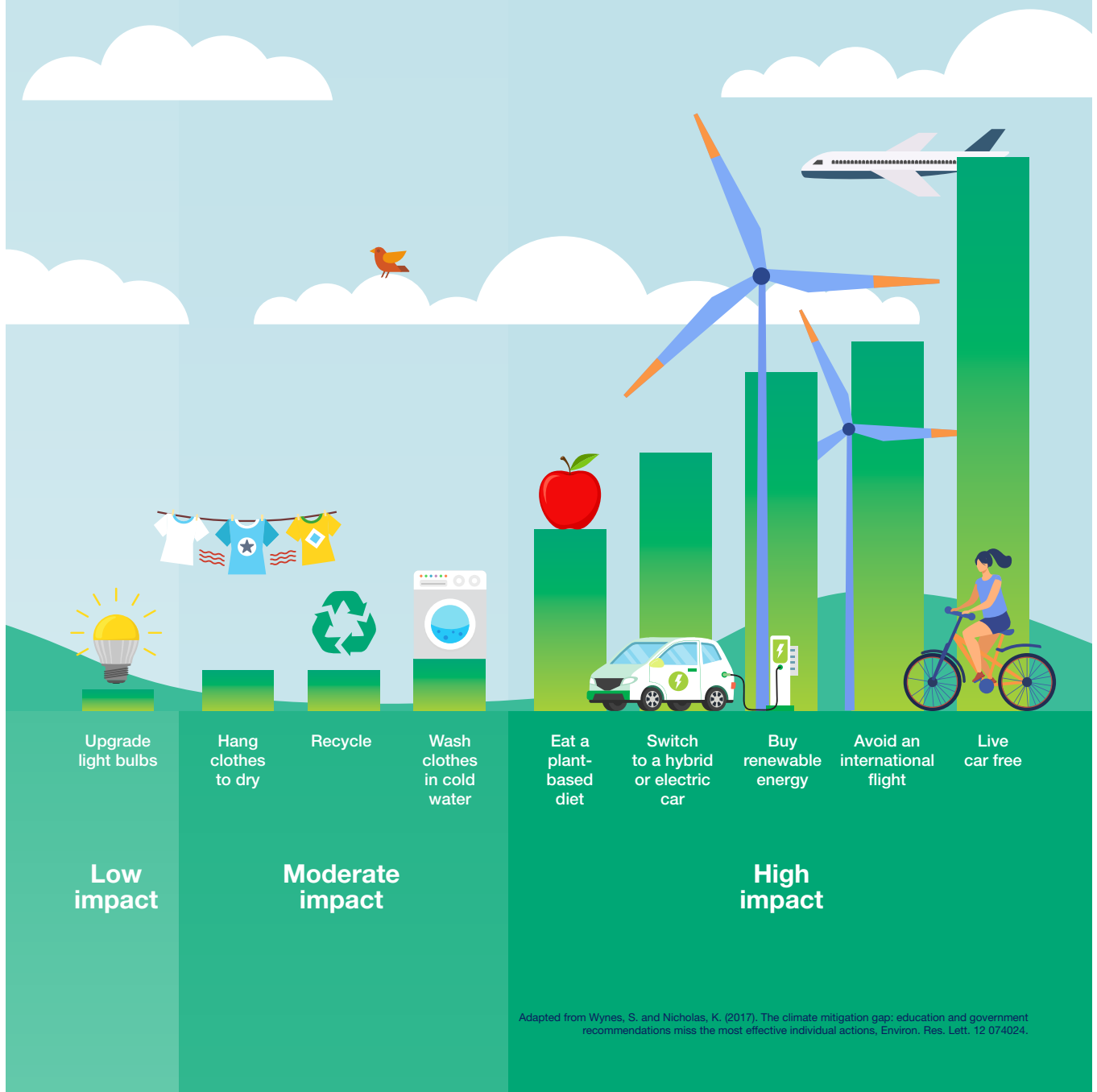
- 
Climate action (SDG 13)

- 
Life below water (SDG 14)

- 
Life on land (SDG 15)

The action plan also indirectly aligns with a number of the other SDGs, including SDG 1: No poverty, through building the resilience of our vulnerable to reduce their vulnerability to the impacts of climate change, as well as SDG 2: Zero hunger through supporting sustainable local food systems.

What you can do: Reduce your climate impact



Adapted from Wynes, S. and Nicholas, K. (2017). The climate mitigation gap: education and government recommendations miss the most effective individual actions, Environ. Res. Lett. 12 074024.

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Our Climate Emergency Action Plan

The City of Stonnington is committed to acting on climate change and leading local action to reduce emissions in our city and to increase our resilience to the changing climate.



Our Climate Emergency Action Plan outlines our climate adaptation and mitigation priorities and steps for immediate and urgent action on climate change over the coming years. This action plan also responds to the COVID-19 pandemic, supporting both economic and community recovery efforts through helping businesses reduce energy use and strengthening community resilience.

The Climate Emergency Action Plan identifies the actions Council will take to respond to the climate emergency and actions we, together with our community, will work on to create a more sustainable future together. The strong actions Council has committed to in this plan will help create a stronger, healthier, more connected and resilient city.

To lead action on climate change, Council will focus on a zero carbon future through electrifying the city and reducing energy use, supporting renewable energy, and facilitating sustainable transport modes.

We will strengthen our community, buildings and infrastructure to be resilient to a changing climate and we will partner with both state and federal governments to drive urgent and bold climate action.

We will apply a gender lens to the implementation of this plan and commit to promoting gender equality, diversity and inclusion.

This action plan includes an overarching principle of leadership and three strategic priorities:

- 1 — Zero carbon Stonnington**
- 2 — Thriving in a changing climate**
- 3 — Working together for change**

An overview of these strategic priorities is included in the following pages and a detailed implementation plan begins on page 28.

Overarching principle: Leadership

The City of Stonnington is committed to acting immediately and urgently on the climate emergency and leading and inspiring local action.

Local governments around the world have been playing a key role in responding to climate change at the local level, including working with and supporting local communities. Local government has been a leader in driving action and change at the local level.

With cities accounting for around 75 per cent of human-induced carbon emissions, the Paris Agreement explicitly recognised the crucial role of local and sub-national governments.

The *State of Play: Local governments and city networks accelerating climate action in Australia*¹ report highlights that emission reduction plans in place across 60 of Australia's 527 local governments, can achieve 96 per cent of the current national target by 2030.

While a global issue, climate change has local impacts, impacting our community and city in many different ways. The City of Stonnington plays a key role in leading action at a local level through reducing emissions and preparing our city for a changing climate.

Our leadership response will be delivered through the priority areas outlined in the following pages, focusing on reducing emissions, adapting to a changing climate, embedding climate response into everything we do and working in partnerships to maximise our impact and extend our reach.

¹ Lynch, A., Oke, C & A. Leavesley (2021). State of play: Local governments and city networks accelerating climate action in Australia. ICLEI Oceania.

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Priority 1: Zero carbon Stonnington

The City of Stonnington is committed to a zero carbon future for its own operations and for the Stonnington community.

While reducing our own emissions to help mitigate climate change is a priority for Council, we also play a key role in supporting our community to improve its carbon footprint.

Council action to reduce emissions in Stonnington will focus on three key areas:

- 1 – Reducing our own corporate emissions
- 2 – Supporting our community to reduce emissions
- 3 – Avoiding waste and facilitating resource recovery.

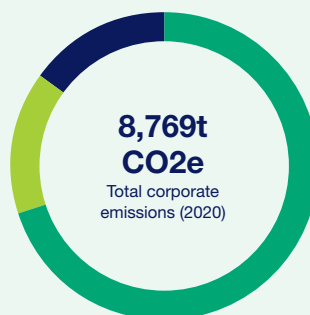


Zero Council corporate emissions

By 2030, we are aiming to achieve zero net emissions for Council operations. We are going to accelerate our climate action and move as fast as possible to get there. Through strong action to date, Council has reduced its emissions by 48% below our 2005 baseline year and we are well on track to achieve this new target.

From 1 July 2021, Council began purchasing renewable energy for all of its electricity supply through VECO – the Victorian Energy Collaboration. We have partnered with 45 other Victorian councils to form the largest emissions reduction project ever undertaken by local government in Australia, purchasing renewable energy from wind farms in Victoria. This has effectively reduced Council's emissions from electricity use to zero and will take Council's corporate emissions to 78% below 2005 base year levels.

Council corporate emissions



70%
Electricity
(buildings and
streetlighting)



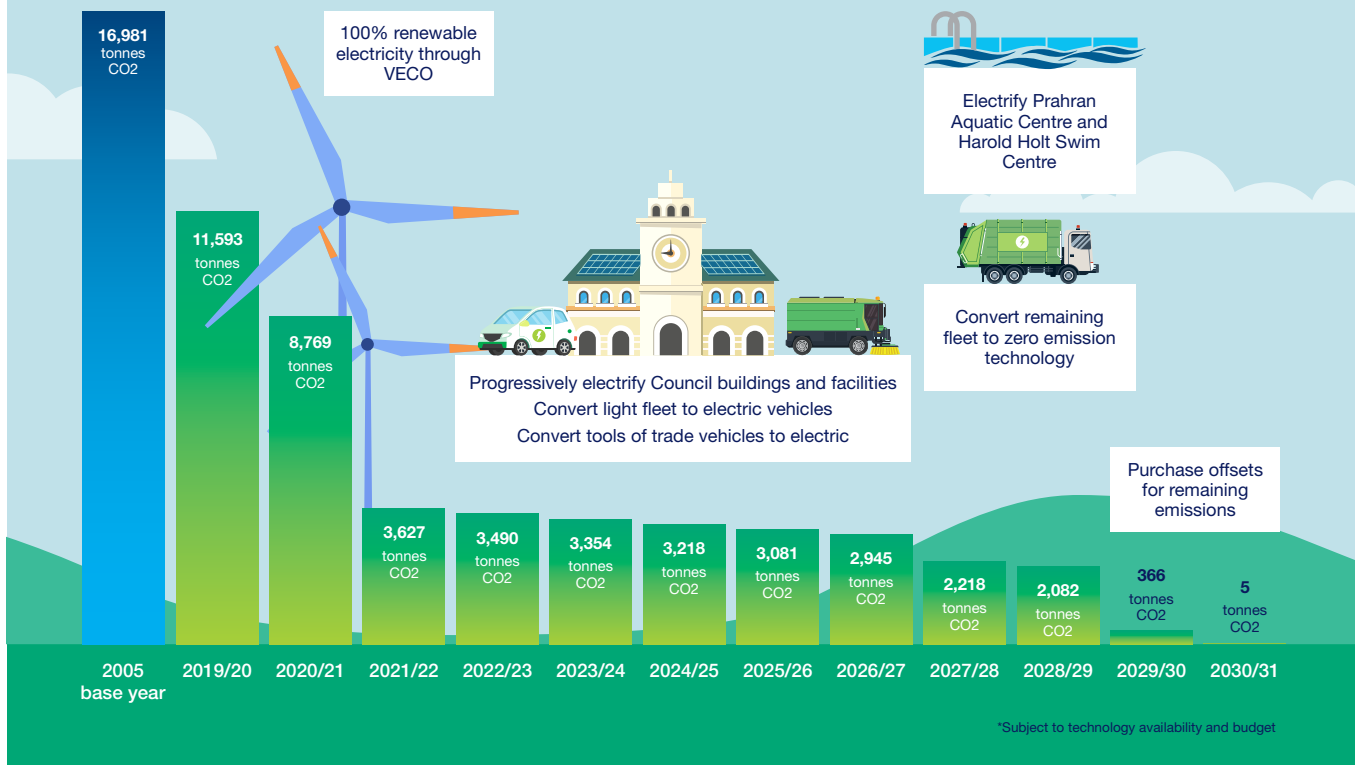
15%
Gas



15%
Transport
fuels

As outlined in the chart (left), Council's key emissions sources are from natural gas used in Council buildings and facilities and transport fuels.

Roadmap to zero carbon by 2030



While continuing to reduce energy use will remain a key priority for Council, achieving zero carbon emissions for Council operations will involve the following steps:

Zero carbon energy

While we will continue to transition our smaller sites away from gas to all-electric, our largest gas consumers are our two pools, Harold Holt Swim Centre and Prahran Aquatic Centre. We are working towards an all-electric Prahran Aquatic Centre as we progress plans to redevelop the site and we will develop a plan to transition Harold Holt Swim Centre to all-electric as fast as possible.

Zero carbon fleet

Council is progressively transitioning its light and medium fleet to electric vehicles as the electric vehicle market develops and becomes feasible. While we will be able to replace buses, utes and some trucks with electric models in the short to medium term, it will take longer for our heavy fleet vehicles, including waste trucks, as appropriate electric options are not yet available.

Carbon offsets

To achieve zero emissions for all Council operations, the key focus will be on the steps outlined above. For any remaining emissions in 2030, Council will investigate the purchase of offsets.

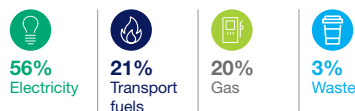
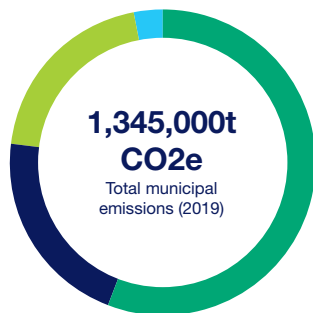
Council's current carbon accounting is based on scope 1 and 2 emissions. Scope 3 emissions occur in Council's work or supply chain. Reducing these emissions will involve reducing emissions associated with staff commuting, asphalt, waste, water, paper and our contractors. As we work to accurately capture and monitor these emissions, we will review and update our carbon accounting approach. This action plan includes some actions to address scope 3 emissions but we will review and revise through the action plan update in 2025.

Zero Stonnington community emissions

We're working towards zero net carbon emissions across the entire Stonnington community by 2030.

While Council has some ability to influence, educate and support, we cannot achieve this without a collaborative, collective effort, with Council working together with the Stonnington community, local businesses, industry and state and federal governments.

Stonnington community-wide emissions



Council will prioritise the following actions to achieve net zero emissions for the whole of Stonnington:

Zero carbon energy

With 56 per cent of emissions in Stonnington from electricity, our biggest opportunity to reduce emissions in the municipality is to reduce energy use, install rooftop solar, purchase renewable energy and transition from gas to electricity.

If the entire Stonnington community shifted to 100% renewable energy for all electricity use, our community emissions would drop by 56%! If everyone then moved away from gas, emissions would decrease by another 20%.

A key challenge is supporting residents in apartment buildings to purchase renewable energy. Almost three quarters of homes in Stonnington are in medium to high density developments. This provides a challenge for renewable energy uptake due to a range of factors including available space, governance structures and the number of renters in these sites.

Council will focus on helping our community to reduce energy use, purchase renewable energy and transition away from gas, including tailored approaches for apartment buildings.

Zero carbon transport

Shifting away from fossil fuelled cars to more sustainable transport modes is the second largest opportunity to reduce emissions in Stonnington. Living car free – or reducing car use – is one of the most effective ways to reduce a household's climate impact. This means choosing to walk or cycle, catching public transport or using a car share vehicle. If a car is necessary, then electric vehicles are the next best option.

Council will prioritise support for walking and cycling through infrastructure, advocating to state government for improved cycling networks and behaviour change and engagement. Council will also facilitate access to car share vehicles and provide a network of electric vehicle charging stations.

Zero carbon business

Almost half of all emissions in Stonnington are from electricity and gas used by business and industry. Supporting energy reduction and renewable energy as well as a shift away from gas will deliver the greatest emissions reductions, including lighting upgrades and energy efficient heating and cooling systems.

Council will be looking to work with local businesses to reduce emissions through facilitating access to information, funding and support. We will also work to increase uptake by building owners and removing barriers for building tenants.

Zero carbon developments

Council drives strong environmentally sustainable design standards in new developments during the planning process, improving the performance of new buildings in Stonnington. We are working towards new developments that produce zero net emissions, better manage water and waste, support sustainable transport, increase greening and biodiversity, and are more resilient to a changing climate.



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Zero waste and a circular economy

Waste is a climate issue. Organic waste in landfill decomposes and produces methane, a greenhouse gas around 30 times more potent than carbon dioxide. Additionally, high levels of consumption and a 'take-make-dispose' mindset cause significant carbon emissions through extracting raw materials and manufacturing products and infrastructure.

Over half the waste placed in Stonnington kerbside garbage bins can be recycled, including 39% food and green waste and 15% recyclables. Both of which can be recovered, recycled through kerbside services and turned into new items.

The circular economy values resources and reinvents how products are created, used and maintained through recycling, re-using and re-purposing goods and resources. It is about designing products so they last longer, repairing and upgrading them so they can be reused or resold and broken down, using their materials to remanufacture new products. Local government, as major purchaser of goods and services, plays a key role in ensuring recycled product markets are economically viable through our purchasing decisions.

The actions outlined in this plan will be built upon through Council's Zero Waste and Circular Economy Strategy (in development).



What you can do:

- 1 – Install rooftop solar or purchase renewable energy (e.g. GreenPower)
- 2 – Walk, cycle or catch public transport instead of using your car
- 3 – Recycle your food waste

Targets

- » By 2025 reduce carbon emissions by 80% for Council operations
- » By 2030 achieve zero carbon emissions for Council operations
- » By 2030 achieve zero carbon emissions for the Stonnington community. The Victorian Government has set a long term target of net zero greenhouse gas emissions by 2050 and we want to accelerate that target, pushing the state to go harder and faster towards net zero greenhouse gas emissions by 2030.
- » By 2025 double the amount of Stonnington dwellings with rooftop solar systems from 10% in 2021
- » By 2025, 80% of Stonnington households recycling food waste through on-site composting systems and the kerbside food and green waste service
- » Increase the number of local share networks including repair cafes, tool libraries, swaps, etc.

▼
Refer to the Action Plan for a full inventory of Council's action on climate change.

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Priority 2: Thriving in a changing climate

The City of Stonnington is committed to futureproofing our city, ensuring we plan and adapt to a changing climate for both our own operations and across and within our community.

We are already experiencing the impacts of climate change in our city and we will continue to do so. Climate impacts such as increasing urban heat, reduced rainfall, flooding and storm events place our community at risk, and the infrastructure (built and natural) and services Council provides to the community. They also place pressure on local emergency services.

Council will need to understand and mitigate risks to infrastructure, our natural environment, sports and recreation, urban development and housing, human health and Council operations to ensure our city thrives in a climate-changed future. Economic risks also need to be considered, including insurances, changes to revenue streams and any additional costs to ensure assets are climate-resilient.

Council action to ensure our city adapts and thrives in a changing climate will focus on three key areas:

- 1 — Increase urban greening and cool our city
- 2 — Climate-ready built environment
- 3 — A resilient, connected community.



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Cooling our city

We will create a green, cool, climate adapted city that is resilient to the impacts of climate change, providing cooling benefits, supporting biodiversity and improving liveability.

Key actions for Council to support urban cooling will include adding more trees into our urban landscape and ensuring supportive environments for trees and other vegetation through innovative green-blue infrastructure and water sensitive city design.

We will reduce pressure on drinking water sources by increasing use of alternative water for open space irrigation and create and enhance green open spaces to improve biodiversity, boost community health and wellbeing and provide places for the community to come together and connect.

We will protect and enhance our natural environment, including biodiversity hotspots and waterways. To ensure these areas can thrive in a changing climate, we will adapt our land management practices and seek to partner with Traditional Owners, learning from them and their connection to country.



Climate-ready built environment

A climate-ready future involves ensuring that our built environment is able to withstand climate impacts, such as storms, flooding and heatwaves, providing safety and enhancing liveability.

New buildings and infrastructure will be designed and built to be resilient, contributing to a thriving urban environment and supporting community health and wellbeing. Existing buildings will be updated to reduce their environmental impact and strengthen their resilience.

Zero carbon Stonnington, outlined above, includes 'Zero carbon developments' as a key focus area for Council. Supporting climate-ready private development through our Planning Scheme and through education and engagement will also be an important action in this plan.

A resilient, connected community

A resilient and connected community will be more adaptive to a changing climate. When people in communities have strong social connections and work together, they are better able to respond to stresses and threats. Council will work to strengthen community connections and partner with key community groups to expand our reach, particularly with vulnerable community members.

We want to ready our neighbourhoods, communities, local economy and our infrastructure and services to withstand climate impacts and other threats, such as global pandemics, to emerge stronger and more connected.

What you can do:

- 1 – Plant indigenous plants and trees and grow your own food
- 2 – Get to know your neighbours or join a local community group
- 3 – Reduce water use

Targets

- » Increase tree canopy and shrub cover to 44% by 2030 (as outlined in Living Melbourne: our metropolitan urban forest)
- » Develop an integrated water management strategy for Council by 2022 outlining our transition to a water sensitive city:
- » Include targets to increase water use from alternative sources (e.g. rainwater, local waterways and stormwater).

Refer to the Action Plan for a full inventory of Council's action on climate change.



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Priority 3: Working together for change

The City of Stonnington is committed to working together with our community, local businesses, state and federal governments and other key partners to take strong action on climate change and minimise climate-related impacts and their effects on the health and wellbeing of our community and natural environment.

Climate change is already affecting our environment, economy and the health and wellbeing of our community and will increasingly continue to do so. Acting on the climate emergency will require all of us to work together to take action, build momentum and increase our impact.

This is not just an environmental issue. Climate change will impact all parts of Council and all parts of our community.

The implementation of this action plan requires a Council-wide response and a collective approach in partnership with our community, neighbouring councils, all levels of government and other key stakeholders.

Council action to embed climate response internally and create partnerships for change will focus on three key areas:

- 1 — A whole-of-Council climate response
- 2 — Community partnerships
- 3 — Partnering with state and federal governments.



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A whole-of-Council response

Acting on the climate emergency will require a whole-of-Council response, embedding climate action across everything we do.

Our strategies, policies and services will be developed and delivered through a climate change lens. We will educate and engage Council staff to understand the climate emergency and support them to take climate action in their roles and areas of service delivery.

Council will lead by example, integrating climate action into all that we control to reduce emissions, adapt to a changing climate, address climate risk and help create a more sustainable future for us all.

Community partnerships

Developing partnerships will be a key way for Council to maximise the effectiveness of its climate emergency response. We know that when we work together, great things can happen. An excellent example of this is VECO – the Victorian Energy Collaboration, a partnership of 46 Victorian councils working together to purchase renewable energy, and forming the largest local government emission reduction project at the same time.

While working in partnership with the community will be a key focus for Council, so will building on existing partnerships, such as with the Eastern Alliance for Greenhouse Action and Council Alliance for a Sustainable Built Environment, as well as creating new working relationships with local businesses, community groups and local service providers.

Partnering with state and federal governments

A federal and state response is also needed to make the changes that are beyond the control of local government, including policy reform on buildings, transport, energy sector and land use.

Council will seek to develop partnerships with at federal and state levels for strong commitment and action.

What you can do:

- 1 – Become an active citizen within your community
- 2 – Advocate to state and federal governments for change
- 3 – Support our local economy

Targets

- » By 2022, climate emergency priorities are embedded in all Council strategies, policies, plans and decision-making and service delivery.

Refer to the [Action Plan](#) for a full inventory of Council’s action on climate change.



Action Plan

The following plan outlines priority actions that Council will focus on over the next four years to reduce greenhouse gas emissions, prepare our city and community for a changing climate and embed climate emergency response throughout the organisation. Many of these actions are already underway across the organisation. Some actions will require additional budget. In these cases, a business case will be developed and budget approval sought through the annual budget approval process.

Towards 2030

Due to the current rate of both policy and technological change, in 2024 Council will undertake a review of this action plan and our climate emergency response to develop a revised plan. The updated plan will include a review of new policies, technology and feedback from stakeholders.

Council will continue to report on its progress against its climate emergency priorities and the strategic objectives of its Sustainable Environment Strategy 2018-2023 through the annual Sustainability Snapshot.



Priority 1: Zero carbon Stonnington

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
Zero carbon energy						
1.1	Electrify Council buildings and facilities.				<ul style="list-style-type: none"> » Project Management and Delivery » Open Space and Environment » Active communities 	
1.1.1	» Develop a roadmap to transition Council buildings and facilities away from gas to renewable energy as fast as possible and progress implementation.	Year 1 – ongoing	Existing Implementation may require additional resources beyond asset renewal program. This will be subject to the annual budget process.	\$		
1.1.2	» Ensure the redevelopment of Prahran Aquatic Centre is all-electric and leading environmentally sustainable design.	Year 2 plus future	Existing and New	\$\$\$ Subject to design and technology. Will be included in project budget.		
1.1.3	» Develop a plan to transition Harold Holt Swim Centre away from gas to renewable energy.	Years 1-2 plus future Implementation timeframe to be confirmed following plan development.	Existing Implementation may require additional resources beyond asset renewal program. This will be subject to the annual budget process.	\$		
1.2	Reduce energy use in Council buildings and facilities.				<ul style="list-style-type: none"> » Project Management and Delivery » Open Space and Environment » Property » City Operations 	<ul style="list-style-type: none"> » Council building tenants » Stonnington community
1.2.1	» Maximise all available Council building roof space with solar PV panels by 2023, including installing battery storage where daytime usage is low.	Years 1-3	Existing	\$\$		
1.2.2	» Partner with tenants of Council buildings to facilitate access to renewable energy.	Years 1-2	Existing	\$		
1.2.3	» Install smart building technology, including monitoring and control systems, to ensure optimal building performance.	Ongoing	Existing	\$\$		
1.2.4	» Develop a process to ensure that all facility maintenance upgrades focus on improving environmental performance, rather than like-for-like replacements.	Year 1	Existing	Nil		
1.2.5	» Embed environmental performance and management into all new leases for Council-owned buildings and facilities as part of the conditions of occupancy.	Years 1-2	Existing	Nil		

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Priority 1: Zero carbon Stonnington

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
1.3	Accelerate energy efficient lighting upgrades.				» Open Space and Environment » Project Management and Delivery	» Victorian Government » Eastern Alliance for Greenhouse Action
1.3.1	» Partner with the Victorian Government to upgrade all cost-shared main road lights to LED as soon as possible.	Years 2-4	Existing Additional resources may be required if this is accelerated as a bulk upgrade.	\$\$\$		
1.3.2	» Replace inefficient public space lighting with the most efficient technology available, including lighting controls to avoid unnecessary use.	Years 2-3	Existing	\$\$\$		
Zero carbon fleet						
1.4	Transition Council's fleet to zero carbon as quickly as possible.				» City Operations » Open Space and Environment	
1.4.1	» Develop a fleet transition plan that outlines options and opportunities for zero and low emissions fleet.	Year 1	Existing	\$		
1.4.2	» Update Council's fleet policy to prioritise zero emission vehicles.	Year 1	Existing	Nil		
1.4.3	» Replace light and medium fleet with electric vehicles at end of life.	Ongoing	Existing	\$\$		
1.4.4	» Trial electric and other zero carbon alternatives to heavy fleet vehicles, as technology becomes available.	Ongoing	Existing & New	\$\$		
1.5	Support Council staff to reduce vehicle use.				» People » Technology Enablement » City Strategy » Open Space and Environment	
1.5.1	» Develop a workplace sustainable transport policy to support Council staff to choose sustainable transport for work trips.	Years 1-2	Existing	\$		
1.5.2	» Provide incentives for staff to choose sustainable transport for work-related trips and travel to and from work including electric bikes, lockers, training, public transport passes and carpooling.	Year 2	Existing	\$		
1.5.3	» Ensure working from home and flexible working arrangements for Council staff, helping to reduce transport-related emissions post-COVID.	Ongoing	Existing	Nil		

Priority 1: Zero carbon Stonnington

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
Carbon offsets						
1.6	Purchase carbon offsets for any remaining corporate greenhouse gas emissions to achieve zero net emissions for Council operations by 2030.	To be undertaken in 2030 in line with the target date for zero emissions and in line with an adopted emissions offsets policy.	New	\$-\$\$ Subject to emissions volume and offsets pricing.	» Open Space and Environment » Finance	
Zero waste and a circular economy						
1.7	Develop a Zero Waste and Circular Economy Strategy to reduce waste, optimise resource recovery and facilitate a circular economy.	Year 1	Existing	\$	» City Operations » Open Space and Environment	» Stonnington community
1.8	Continue to develop and deliver community education and behaviour change initiatives to avoid sending waste to landfill, reduce contamination and maximise resource recovery.	Ongoing	Existing	\$	» Open Space and Environment	» Stonnington community
1.9	Develop and implement a program to support Council and the community to eliminate the use and distribution of single use plastic items, in line with the Victorian single use plastics ban to begin in 2023.	Years 1-2	Existing	\$	» All Council	» Stonnington community
1.9.1	» Develop a program to prepare local businesses for the Victorian single use plastics ban.	Years 1-2	Existing	\$		
1.10	Expand Council's food and green waste service to avoid sending food waste to landfill.				» City Operations Open Space and Environment	» Stonnington community
1.10.1	» Develop an engagement program to increase take up of the food and green waste service.	Year 1	Existing	\$		» Apartment residents » Owners Corporations » Property Managers
1.10.2	» Trial options to support medium to high density apartment buildings avoid sending food waste to landfill.	Year 2	Existing	\$		

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Priority 1: Zero carbon Stonnington

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
1.11	Facilitate a local circular economy.				» All Council	» Stonnington businesses » Local councils » Stonnington community
1.11.1	» Increase Council purchasing of goods and materials containing recycled content in building and infrastructure projects.	Ongoing	Existing and New	Project dependant		
1.11.2	» Facilitate local business participation in circular economy networks.	Year 2	Existing	\$		
1.11.3	» Develop and support initiatives to foster a local share economy including repair cafes, food swaps and tool libraries.	Ongoing	Existing	\$		
Zero carbon energy						
1.12	Support Stonnington households to reduce energy use and accelerate the transition to renewable energy.				» Open Space and Environment » Statutory Planning » Aged, Diversity and Community » City Strategy	» Victorian government » United Energy » CitiPower » Energy retailers » Stonnington community
1.12.1	» Facilitate access to expert advice on solar, battery storage, energy efficiency and gas transition.	Ongoing	Existing	\$		
1.12.2	» Engage residents unable to install solar to access renewable energy through GreenPower.	Ongoing	Existing	Nil		
1.12.3	» Provide advice and support to households to help them transition away from wood heaters to more efficient heating.	Ongoing	Existing	Nil		
1.12.4	» Support residents in heritage overlay areas to install rooftop solar by developing guidance information on installing solar in heritage areas and waiving the planning application fee.	Ongoing	Existing	\$		
1.12.5	» Facilitate access to solar and renewable energy for residents in apartment buildings.	Ongoing	Existing	Nil		
1.12.6	» Investigate innovative energy projects including community energy models, partnerships with retailers, virtual power plants and micro grids.	Years 2-3	Existing	\$		
1.12.7	» Explore financial incentives through rates, fees and charges to encourage home energy efficiency improvements including rooftop solar, double glazing, insulation, efficient hot water and home heating and cooling.	Year 2	Existing	\$-\$\$ Subject to incentive program		

Priority 1: Zero carbon Stonnington

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
1.13	» Develop a program to support vulnerable households including older people and people on low incomes to reduce energy bills, build climate resilience and improve health outcomes.	Year 2	Existing	\$	» Open Space and Environment » Aged, Diversity and Community » City Strategy	» Victorian government » United Energy » CitiPower » Energy retailers » Stonnington community » Health service providers
Zero carbon transport						
1.14	Develop a walkable city where walking is a preferred option for a range of local trips within the city.				» Open Space and Environment » City Strategy » Transport and Parking » Project Management and Delivery	» Stonnington community » Business associations » Victorian government
1.14.1	» Develop a walking strategy to promote and facilitate walking for a range of outcomes including wellbeing, equity, social inclusion, environment and economic.	Year 1	Existing	\$		
1.14.2	» Create open streets and walkable places that encourage people to walk more often through increased pedestrian priority, safer vehicle speeds and improved footpaths and crossings.	Ongoing	Existing and New	\$\$\$		
1.14.3	» Join up missing footpath and crossing links in the walking network to make walking more convenient.	Ongoing	Existing and New	\$\$\$		
1.14.4	» Upgrade off-road shared paths and investigate opportunities to separate shared path users.	Ongoing	Existing and New	\$\$\$		



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Priority 1: Zero carbon Stonnington

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
1.15	Develop a cycle smart city to increase the mode share of cycling, where cycling is the mode of choice for a range of trips and for all confidence levels.				» Open Space and Environment » City Strategy » Transport and Parking » Project Management and Delivery	» Stonnington community » Business associations » Victorian government
1.15.1	» Create a network of shimmy routes – signed, low traffic and low speed streets – linking key destinations.	Years 1-3	Existing and New	\$\$\$		
1.15.2	» Install bike parking, repair stations, rest stops, and end of trip facilities in key locations across the city.	Ongoing	Existing and New	\$\$\$		
1.15.3	» Accelerate investment in a connected network of safe, separated on-road cycle paths in partnership with neighbouring municipalities and the Victorian Government.	Ongoing	New	\$\$\$		
1.15.4	» Upgrade off-road shared paths and investigate opportunities to separate shared path users.	Ongoing	Existing and New	\$\$\$		
1.15.5	» Invest in education and training to address barriers to cycling.	Ongoing	Existing	\$\$		
1.16	Support the community to reduce private car use.				» Open Space and Environment » City Strategy » Transport and Parking » Economic Development	» Stonnington community » Business associations » Victorian government
1.16.1	» Support micro mobility initiatives including shared electric scooters and bikes to reduce car use.	Ongoing	Existing	\$		
1.16.2	» Develop and implement a parking strategy and policies to manage parking more efficiently and allocate road space in line with Council's economic, transport and sustainability objectives.	Years 1-3	Existing	\$\$\$		
1.16.3	» Expand the number of car share bays in areas of high demand to increase car share uptake.	Ongoing	Existing	\$		
1.16.4	» Assess missing cycling and walking links around activity nodes (schools, parks, community facilities and activity centres) to improve connections and deliver safe travel to school programs to reduce car trips.	Ongoing	Existing and New	\$\$\$		
1.16.5	» Develop initiatives to encourage zero emission transport such as education, training and awareness programs and initiatives, trialling street openings to walking and bike riding without car traffic, car free days, local access buses and subsidies and incentives for sustainable transport.	Ongoing	Existing and New	\$\$		

Priority 1: Zero carbon Stonnington

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
1.17	Facilitate the uptake of electric vehicles.				» Open Space and Environment » City Strategy » Transport and Parking	» Stonnington community » Business associations » Victorian government
1.17.1	» Develop a policy to support a network of electric vehicle charging stations across Stonnington to drive private uptake of electric vehicles.	Year 1	New	\$		
1.17.2	» Undertake a feasibility study to explore options for supporting electric vehicle uptake including opportunities for on-street and off-street charging.	Ongoing	Existing and New	\$\$		
1.17.3	» Install a network of electric vehicle charging stations across the city.	Years 1-3	Existing	\$\$		
Zero carbon business						
1.18	Work with Stonnington businesses to reduce energy use and accelerate the transition to renewable energy.				» Open Space and Environment » Economic Development	» Stonnington community » Business associations » Eastern Alliance for Greenhouse Action » Victorian government
1.18.1	» Facilitate access to Environmental Upgrade Finance to improve building environmental performance and reduce energy use and associated greenhouse gas emissions.	Ongoing	Existing	Nil		
1.18.2	» Develop a program to support local businesses save money and energy through energy efficiency upgrades including retrofitting existing appliances and equipment subsidised by the Victorian Government under the Victorian Energy Upgrade Program.	Year 1	Existing	\$		
1.18.3	» Investigate opportunities for emissions intensive businesses to purchase renewable energy through collaborative Power Purchasing Agreements (PPAs).	Years 1-2	Existing	\$		
1.18.4	» Develop partnerships with large commercial precincts to reduce emissions, enhance city greening and cooling and respond to the climate emergency.	Years 2-3	Existing	Nil		
1.18.5	» Support businesses to adopt zero emissions transport modes e.g. cargo bikes and electric vehicles.	Ongoing	New	\$		

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Priority 1: Zero carbon Stonnington

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
Zero carbon developments						
1.19	Achieve zero carbon and resilient development in Stonnington.				» Open Space and Environment » City Strategy » Statutory Planning	» Victorian government » Greenhouse Alliances » Council Alliance for a Sustainable Built Environment » Developers
1.19.1	» Investigate how the Stonnington Planning Scheme can be strengthened to integrate and support relevant actions of this Climate Emergency Action Plan.	Years 1-2	Existing	\$		
1.19.2	» Ensure strategic planning for Stonnington activity centres and the broader municipality address the impacts of climate change and future proof our city.	Ongoing	Existing	Nil		
1.19.3	» Ensure strategic directions relating to climate change and planning for sustainable development are part of the Municipal Planning Strategy within the Stonnington Planning Scheme.	Years 1-2	Existing	\$		
1.19.4	» Continue to collaborate with Victorian councils and the Council Alliance for a Sustainable Built Environment (CASBE) on a project to elevate environmentally sustainable development (ESD) targets for new development.	Years 1-2	Existing	\$		
1.19.5	» Showcase leading environmentally sustainable design in local development through sharing stories, case studies and recognition.	Year 2 – ongoing	Existing	Nil		



Priority 2: Thriving in a changing climate

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
Increase urban greening and cool our city						
2.1	Increase canopy cover and grow the urban forest.				» Project Management and Delivery » Open Space and Environment » Statutory Planning	» Stonnington community » Stonnington businesses » Developers
2.1.1	» Embed urban greening and city cooling objectives in all masterplanning, precinct planning and capital project design and implementation. These projects should also consider flood mitigation and wind protection. Develop specifications to ensure that all future capital projects prioritise city cooling, urban greening and flood mitigation.	Ongoing	Existing	\$		
2.1.2	» Build innovative green infrastructure and permeable surfaces into future urban projects to support urban greening and city cooling. This includes alternative infrastructure when tree planting may not be possible. Prioritise tree planting and canopy cover in areas impacted by urban heat and social vulnerability.	Ongoing	Existing and New	\$\$\$		
2.1.3	» Develop a targeted program to include canopy trees in commercial precincts to improve shade provision, city cooling and improved amenity.	Years 1-2	Existing	\$\$		
2.1.4	» Incorporate passive irrigation and permeable surfaces for all new street tree plantings, where possible, to support passive irrigation and tree health.	Ongoing	Existing	\$\$		
2.1.5	» Select plant and tree species that consider a changing climate to ensure plant and tree health, lifespan and cooling benefits. Progressively renew and replace existing tree plantings not suitable for future climatic conditions with more suitable species.	Ongoing	Existing	Nil		
2.1.6	» Develop guidance to support the community and developers to select suitable tree species for a changing climate to ensure tree health, lifespan and cooling benefits.	Year 2	Existing	Nil		

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Priority 2: Thriving in a changing climate

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
2.2	Transition to a water sensitive city, reduce reliance on drinking water for irrigation and increase alternative water use.				<ul style="list-style-type: none"> » Project Management and Delivery » Open Space and Environment » Statutory Planning » Recreation Services 	<ul style="list-style-type: none"> » Stonnington community » Victorian government » Neighbouring councils » Yarra Integrated Water Management Forum » Traditional Owners » Water authorities » Sports clubs
2.2.1	» Develop an integrated water management plan to outline Council's plan to become a water sensitive and cool city.	Years 1-2	Existing	Nil		
2.2.2	» Work in partnership with key stakeholders, including representatives from Traditional Owner groups, state government agencies, water utilities and key stakeholders to ensure a coordinated, holistic approach to water management in Stonnington.	Ongoing	Existing	Nil		
2.2.3	» Deliver water savings projects at Sir Zelman Cowen Park, Darling Park, Toorak Park and TH King Oval, as identified in Council's Water Savings Study.	Years 1-4	Existing and New	\$\$\$		
2.2.4	» Develop a maintenance program for all existing rainwater assets to ensure they are operating effectively to reduce reliance on drinking water use for non-potable purposes in Council buildings.	Year 1	Existing	\$		
2.2.5	» Transition remaining cool season sports turf to warm season grasses at Como Park, Sir Robert Menzies Reserve and Romanis Oval.	Years 2-4	Existing	\$\$\$		
2.3	Protect and enhance biodiversity.				<ul style="list-style-type: none"> » Open Space and Environment » Project Management and Delivery » City Strategy 	<ul style="list-style-type: none"> » Traditional Owners » Neighbouring councils » Stonnington schools » Stonnington residents
2.3.1	» Develop a strategy to outline Council's approach to biodiversity management.	Years 2-3	Existing	\$		
2.3.2	» Work with Traditional Owners to embed traditional knowledge and practices into Council's land management practices to ensure a healthy and resilient natural environment.	Ongoing	Existing	\$		
2.3.3	» Develop a program to support local schools and other private landholders to enhance biodiversity on their land.	Year 1	Existing	\$		
2.3.4	» Provide information and incentives to encourage Stonnington residents to create wildlife friendly gardens and support urban biodiversity, for example through workshops, local tours and plant giveaways.	Ongoing	Existing	\$		
2.3.5	» Provide advice to Stonnington residents on climate-friendly plants.	Year 2	Existing	Nil		
2.3.6	» Develop guidelines to support nature strip gardening, focusing on indigenous and native planting.	Year 2	Existing	Nil		

Priority 2: Thriving in a changing climate

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
Climate-ready built environment						
2.4	Ensure Council facilities and infrastructure are climate-ready.				» Project Management and Delivery » Asset Management and Planning » Open Space and Environment » City Operations » Statutory Planning	» Eastern Alliance for Greenhouse Action » Local councils » Melbourne Water » Yarra Valley Water » South East Water » Victorian Government
2.4.1	» Develop and implement a Sustainable Assets Policy for all Council building and infrastructure projects, ensuring all building, redevelopment and infrastructure projects showcase leading environmentally sustainable design, climate resilience and leadership.	Year 1	Existing	\$		
2.4.2	» Ensure that Council major building and infrastructure projects, such as Percy Treyvaud Memorial Park Masterplan, Prahran Aquatic Centre, Prahran Town Hall, Toorak Park Masterplan and pavilion redevelopments, showcase leading environmentally sustainable design and are climate-ready.	Ongoing	Existing and New	\$\$\$ Subject to design and technology. Will be included in project budget.		
2.4.3	» Ensure that Council's asset management program increases the resilience of Council buildings and infrastructure to the impacts of climate change.	Ongoing	Existing and New	\$\$\$ Subject to design and technology. Will be included in project budget.		
2.4.4	» Maximise use of lighter coloured surfaces, where possible, to reduce the urban heat island effect including roads, pavements and roofs.	Ongoing	Existing	\$-\$\$		
2.4.5	» Upgrade stormwater drainage infrastructure to reduce flooding impacts and increase stormwater reuse.	Ongoing	Existing and New	\$\$\$ Subject to design and technology. Will be included in project budget.		
2.4.6	» Undertake flood modelling using projected climate scenarios to develop a list of priority projects to mitigate flood risks as well as update flooding overlays and integrate into emergency response.	Year 2	Existing	\$\$\$		

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Priority 2: Thriving in a changing climate

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
2.5	Integrate climate impacts and response into emergency management procedures.				» Open Space and Environment » Municipal Emergency Response Coordinator » Municipal Emergency Management Officer	» Emergency management services
2.5.1	» Review and update Council's Heatwave Plan as needed to prepare for increasing number of hot days and heatwaves.	Year 1	Existing	Nil		
2.5.2	» Review and update Council's Emergency Management Plan as needed to ensure climate impacts are included.	Year 1	Existing	Nil		
2.6	Undertake an annual review and update of Council's strategic risk register based on the latest climate change projections to ensure that Council's climate related risks are identified and mitigated.	Ongoing	Existing	Nil	» Risk and Integrity » Open Space and Environment	
A resilient, connected community						
2.7	Educate the community on climate related risks and encourage preparedness and emergency planning for businesses, households and individuals.				» Open Space and Environment » Aged, Diversity and Community	» Stonnington residents » Community service providers
2.7.1	» Create targeted communications and support for the most vulnerable residents, including older people and people living in social and public housing, to prepare and cope with the impacts of climate change including extreme weather such as storms and floods as well as heatwaves.	Year 2	Existing	\$		
2.7.2	» Establish a network of local heat refuges for Stonnington's most vulnerable residents.	Year 1	Existing	\$		
2.7.3	» Work with community organisations to build their capacity to prepare and respond to climate impacts and support their communities.	Year 2 - ongoing	Existing	\$		

Priority 2: Thriving in a changing climate

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
2.8	Facilitate and support local environment and climate action.				<ul style="list-style-type: none"> » Open Space and Environment » Aged, Diversity and Community 	<ul style="list-style-type: none"> » Stonnington community
2.8.1	» Deliver Council's Environmental Champions program to develop local environmental leaders and support grassroots climate action.	Ongoing	Existing	\$		
2.8.2	» Support community climate action through Council's community grants program, including working with local community groups to develop and plan local climate action projects.	Ongoing	Existing	\$		
2.8.3	» Support the community to become environmental custodians by helping to develop and support local community groups that protect and care for the local environment.	Ongoing	Existing	\$		
2.9	Encourage local food production.				<ul style="list-style-type: none"> » Open Space and Environment » Aged, Diversity and Community » City Strategy » Project Management and Delivery 	<ul style="list-style-type: none"> » Stonnington community
2.9.1	» Deliver My Smart Garden, a program to encourage Stonnington residents to grow their own food through workshops, resources, community connections and local tours.	Ongoing	Existing	\$		
2.9.2	» Support and facilitate local food production through a range of gardening models, including community gardens on both public land, where possible, and private land (this could include land owned by transport and water authorities).	Year 2 – ongoing	New	\$\$		



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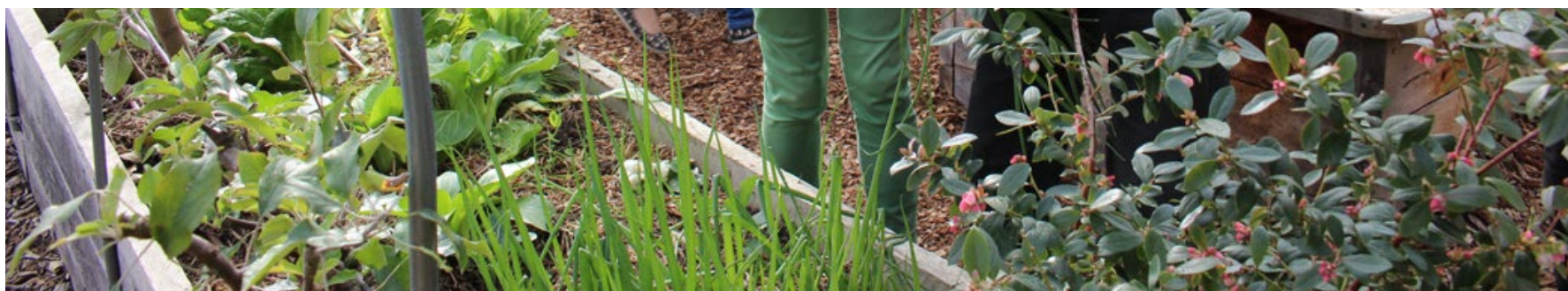
Priority 3: Working together for change

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
Key focus: A whole-of-Council approach						
3.1	<p>Ensure that consideration is given to the following ‘guiding principles’ to support Council decision-making as outlined in Section 23–28 of the Victorian Government’s Climate Change Act 2017:</p> <ul style="list-style-type: none"> » Principle of informed decision-making <ul style="list-style-type: none"> – based on best available information on the impacts of climate change – considers impact on Council’s greenhouse gas emissions » Principle of integrated decision-making <ul style="list-style-type: none"> – considers short, medium and long term impacts of climate change – considers climate risks in strategic plans – considers social, health, economic and environmental issues – considers direct, operational and consequential costs over time » Principle of risk management evaluates potential climate impacts <ul style="list-style-type: none"> – adopts a precautionary approach » Principle of community engagement <ul style="list-style-type: none"> – provides appropriate information to the community – provides opportunities for community involvement in decision-making relating to climate change 	Ongoing	Existing	Nil	<ul style="list-style-type: none"> » Councillors » Executive Team 	



Priority 3: Working together for change

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
3.2	Embed Council's climate emergency commitment and response into all future Council strategies, policies and plans.				» Councillors » Executive Team » All Council departments	» Stonnington community
3.2.1	» Review and update existing strategies, policies and plans with Council's climate emergency response commitments.	Years 1-2	Existing	\$		
3.2.2	» Embed Council's climate emergency commitment in the next iteration of its Council Plan and Municipal Public Health and Wellbeing Plan, including strategic priorities and actions.	Year 1	Existing	Nil		
3.2.3	» Incorporate climate emergency considerations into decision-making documentation including Council reports and internal briefing papers including the project's potential environmental impact and how it supports Council's climate emergency response.	Year 1	Existing	Nil		
3.2.4	» Embed climate emergency response into Council's project planning and management through inclusion in project scoping and design processes and project documentation such as project briefs and contracts.	Year 1	Existing	Nil		
3.2.5	» Incorporate climate change considerations for each operating and capital project bid including the project's potential environmental impact and how it supports Council's climate emergency response.	Year 2	Existing	Nil		
3.2.6	» Identify climate change adaptation opportunities in Council's asset management strategies, plans and contracts.	Years 1-2	Existing	Nil		



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Priority 3: Working together for change

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
3.3	Embed Council's climate emergency commitment and response into Council operations and service delivery.				» CEO » Executive Team » Managers and Coordinators	
3.3.1	» Establish an internal Climate Oversight Committee with key decision-makers to support the integration of climate emergency response into Council decision-making.	Year 1	Existing	Nil		
3.3.2	» Embed Council's commitment to acting on the climate emergency and environmental sustainability into Council's Employee Value Proposition.	Year 1	Existing	Nil		
3.3.3	» Develop a tailored climate action plan for each internal division to support climate response throughout the organisation.	Year 2	Existing	\$		
3.3.4	» Review Council's organisational structure and resourcing to ensure optimal capacity to effectively deliver on Council's climate emergency commitments.	Ongoing	Existing and New	Nil		
3.4	Build Council staff capacity to respond to the climate emergency.				» Open Space and Environment » People » All Council departments	
3.4.1	» Develop and deliver a climate change education and engagement program for Council staff to build understanding of climate change and its impacts, including climate risks. The program is to include information sessions, workshops, film screenings, site tours etc. Ensure that the program recognises the impact of climate change on mental and physical health and wellbeing.	Years 1-2	Existing	\$		
3.5	Design and progress Council's 'smart cities' initiatives related to environmental performance to monitor performance and develop insights to build understanding, support decision-making and inform projects.	Ongoing	Existing and New	\$\$ Project dependant	» Digital Transformation	
3.6	Build climate emergency awareness both internally and externally.				» Communications » Open Space and Environment	
3.6.1	» Include climate emergency information in Council communications to build awareness and engagement both internally and externally.	Ongoing	Existing	Nil		
3.6.2	» Ensure Council's website clearly outlines our climate emergency commitment and response.	Year 1	Existing	Nil		

Priority 3: Working together for change

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
3.7	Monitor and report progress on climate emergency response.				» Open Space and Environment » Digital Transformation	
3.7.1	» Continue to report annually on Council's progress on the actions in this Climate Emergency Action Plan and the strategic objectives outlined in the Sustainable Environment Strategy 2018–2023.	Ongoing	Existing	Nil		
3.7.2	» Ensure Council's corporate climate data inventory aligns with best practice monitoring and reporting frameworks.	Ongoing	Existing	\$		
3.8	Ensure sustainable finance and purchasing decisions.				» Finance » Procurement » Open Space and Environment	
3.8.1	» Develop a process to strengthen Council's budget management through integrating lifecycle costs and co-benefits in project planning and budget management.	Year 2	Existing	Nil		
3.8.2	» Update Council's banking and investment policies to leverage Council's influence on sustainable industries and divest Council funds from activities that have a negative impact on the environment.	Year 2	Existing	Nil		
3.8.3	» Update Council's procurement policies and documents to strengthen sustainable procurement outcomes, including prioritising purchase of recycled materials and encourage innovation and sustainability in the supply chain.	Years 1-2	Existing	Nil	» Procurement » Finance » Open Space and Environment	
3.8.4	» Develop a training program for Council staff to support sustainable purchasing practices and decisions on high impact purchases.	Year 2	Existing	\$		
3.8.5	» Work with Council suppliers to ensure our climate emergency commitments are replicated throughout the supply chain.	Year 2 – ongoing	Existing	\$		
3.8.6	» Explore alternative purchasing models to support Council purchasing decisions including options to hire, lease and borrow.	Year 2 – ongoing	Existing and New	\$		

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Priority 3: Working together for change

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
Community partnerships						
3.9	Advance partnerships, alliances and collaborative initiatives with key stakeholders and groups to progress Council's climate emergency commitments and response.				» All Council » Open Space and Environment	» Local councils » Eastern Alliance for Greenhouse Action » Council Alliance for a Sustainable Built Environment (CASBE) » Climate Emergency Australia » M9 partnership » Stonnington community » Community groups » Stonnington businesses » Stonnington trader associations
3.9.1	» Develop partnerships with large commercial precincts and Stonnington's biggest carbon emitters to reduce emissions, enhance city greening and cooling and respond to the climate emergency.	Year 2	Existing	Nil		
3.9.2	» Develop a program to engage local businesses, sporting clubs and community organisations to join the City of Stonnington in declaring a climate emergency and acting immediately and urgently on climate change. As a first step, work with the sectors that have already declared a climate emergency including architects, engineers, builders, etc.	Year 1	Existing	\$		
3.9.3	» Establish a Climate Emergency Advisory Committee with representatives from Council and across the Stonnington community to support the implementation of Council's Climate Emergency Action Plan.	Year 1	Existing	Nil		
3.9.4	» Build the capacity of community groups to develop, support, lead and promote community-led climate action. Work closely with these organisations to reach and engage with the most vulnerable members of the community.	Year 2 – ongoing	Existing	\$		
3.9.5	» Showcase local businesses that are leading action on climate change and sustainability through case studies, events and recognition.	Year 2	Existing	\$		



Towards Zero Carbon 2030:
Our Climate Emergency Action Plan 2021-2024

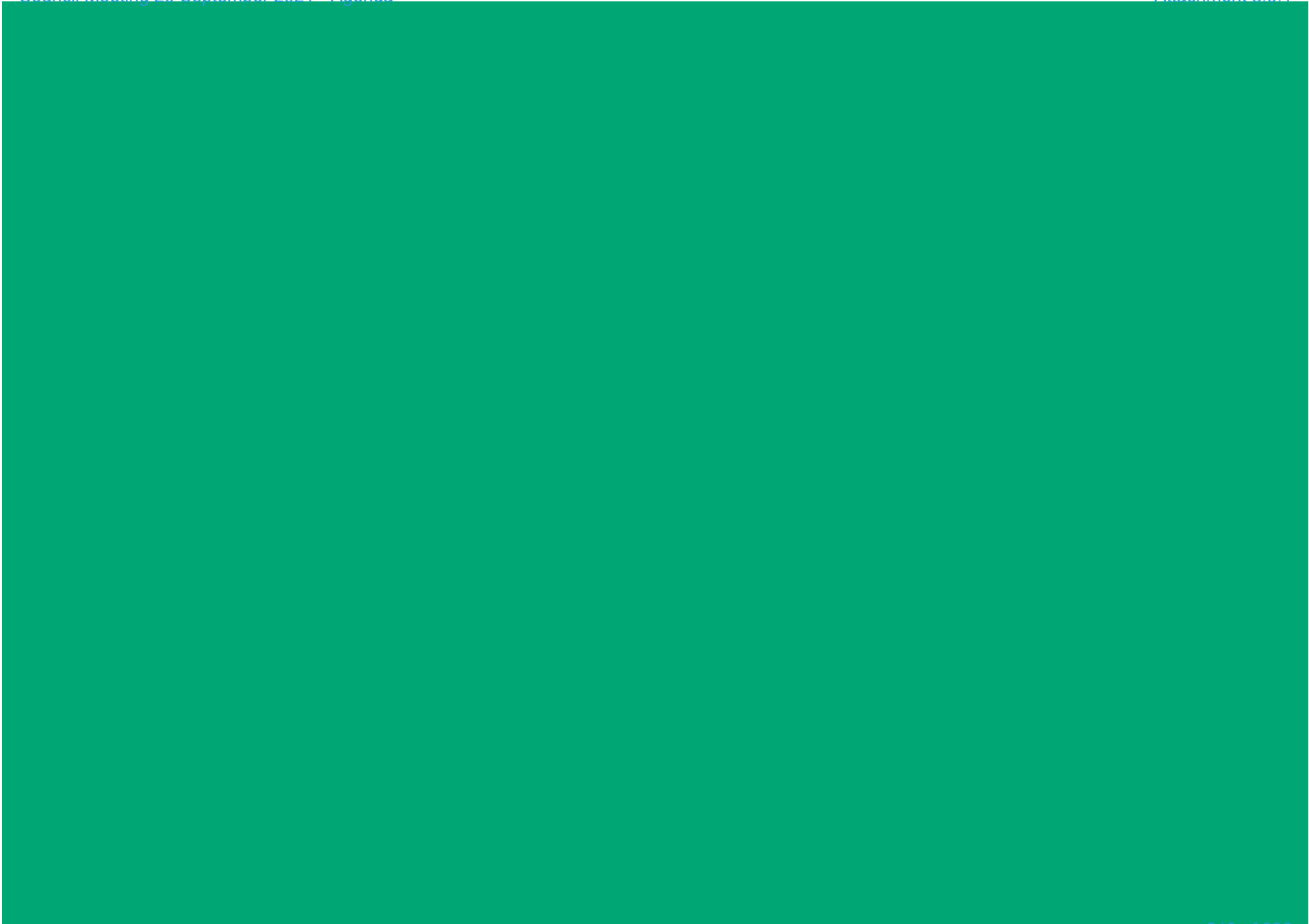
No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
Partnering with state and federal governments						
3.10	<p>Partner with the Victorian Government to strengthen its response to climate change, including:</p> <ul style="list-style-type: none"> » Declare a climate emergency » Commit to zero emissions by 2030 » Reset and increase the Victorian Renewable Energy Target to 100% » Strengthen environmentally sustainable design in the Victorian Planning » Scheme including:Zero carbon building standards » Increase green infrastructure » Protect trees on private land » Support sustainable transport e.g. improve infrastructure for cyclists, public transport » Enhance transit and pedestrian oriented design » Parking management » Support electric vehicle charging infrastructure » Improve waste management and strengthen the industry » Accelerate energy efficient home improvements for public and community housing » Partner on cost-share major road lighting upgrades » Invest in on- and off-road shared path networks » Invest in supporting businesses to reduce energy use and transition to renewable energy » Invest in supporting households to upgrade homes » Implement road user charging to incentivise zero emissions transport » Support for increasing open space 	Ongoing	Existing	Nil	» All Council	» Victorian Government

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Priority 3: Working together for change

No.	Action	Timeframe: Year 1 / 2 / 3 / 4 / Ongoing	Funding: New / Existing	Cost: \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	Delivery	Partners
3.11	<p>Partner with the Federal Government to strengthen its response to climate change, including:</p> <ul style="list-style-type: none"> » Declare a climate emergency » Commit to zero emissions by 2030 » Reset and increase the national Renewable Energy Target to 100% » Strengthen energy efficiency provisions in the National Construction Code » Support a transition from fossil fuels to renewable energy » Support a transition to zero emission vehicles » Invest in supporting households to upgrade homes » Co-invest in the transition from gas to electricity in significant public facilities (e.g. pools) 	Ongoing	Existing	Nil	» All Council	» Federal Government







City of
STONNINGTON

Stonnington City Centre

311 Glenferrie Road, Malvern

Stonnington Services and Visitor Hub

Chatham Street, Prahran Square, Prahran

Open

Monday to Friday, 8.30am to 5pm

T 8290 1333 F 9521 2255

PO Box 58, Malvern Victoria 3144

council@stonnington.vic.gov.au

Stonnington Waste Transfer Station

43 Weir Street, Malvern

Sunday to Friday, 10am to 3.30pm

Saturday, 9am to 3pm

stonnington.vic.gov.au



Climate Emergency Action Plan

Engagement Report

July 2021



Executive Summary

Overview

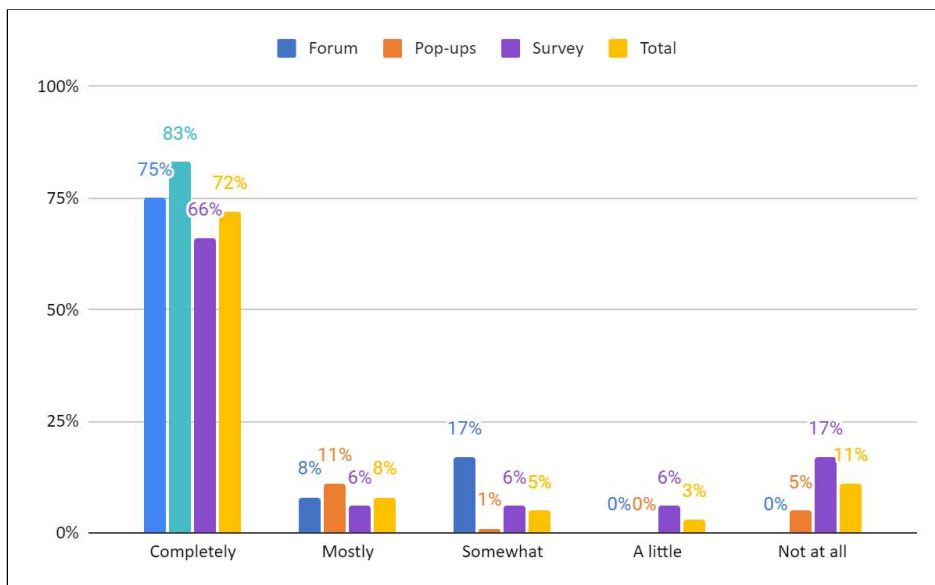
During May- June 2021, City of Stonnington engaged with its community on the draft Climate Emergency Action Plan. This engagement program was built upon the wider feedback collected during the Stonnington 2040 Community Vision development, which highlighted the importance the community placed on responding to climate change.

Key Findings

A total of 270 people who live, work, study, or visit Stonnington participated through various engagement activities, including an online Climate Emergency Forum; an online survey; workshops with key stakeholders; community place-based pop-ups; and online submissions.

Overall, there was a high level of support for Council’s action on climate change (Figure 1). 72% were completely in support, with an additional 8% mostly in support. The level of support for those completing the online survey was lower than the other engagement methods.

Figure 1: Levels of support for Council’s action on climate change by engagement method



Feedback was sought across the five priority areas of the Climate Emergency Action Plan. The most frequent responses have been themed and presented in Table 1.

Table 1: Feedback received by priority area

Priority Area	Key feedback from engagement
Zero carbon Stonnington	<ul style="list-style-type: none"> ● Prioritise supporting zero emissions travel ● Develop planning controls to ensure environmentally friendly developments. ● Address emissions caused by wood-burning (fire pits and wood heaters). ● Encourage and incentivise use of renewable/solar energy. ● Promote behaviour change that decreases emissions. ● Provide clear and measurable emission targets.
Leading action and advocating for change	<ul style="list-style-type: none"> ● Advocate to State and Federal Government for improved leadership and meaningful changes. ● Address climate change and sustainability in Council policies and processes.
A cool, climate adapted city	<ul style="list-style-type: none"> ● Increase urban greening in Stonnington. ● Promote the use of native species. ● Address water sustainability. ● Protect the existing flora and fauna in Stonnington.
A resilient, connected community	<ul style="list-style-type: none"> ● Increase community education on the climate emergency and positive behaviours. ● Develop incentives for positive environmental behaviours. ● Continue and further promote Council's workshops and events relating to addressing climate change.
Towards zero waste and a circular economy	<ul style="list-style-type: none"> ● Review current Council waste management practices and services. ● Encourage responsible waste management behaviours. ● Support e-waste disposal.

Other key themes that were demonstrated from community feedback:

- Ensure the actions in the plan are measurable.
- Ensure progress is reported frequently to encourage transparency and Council accountability.
- Develop proactive and appropriate partnerships.



Next Steps:

- Close the loop with participants, through updating the project webpage with a summary of the feedback collected.
- Keep interested parties informed as the Climate Emergency Action Plan is presented to Council and how to continue to provide feedback.
- Ensure those who expressed interest are included in e-newsletters and relevant emails.



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1. Introduction

Conversation Caravan was engaged by the City of Stonnington to support the delivery and reporting of the consultation program for the draft Climate Emergency Action Plan.

The Climate Emergency Action Plan outlines the City of Stonnington's path towards 2030 and a zero-carbon future for the city. It defines Council's commitment framed around five priorities, each of these priorities also includes a series of specific actions. The priorities are:

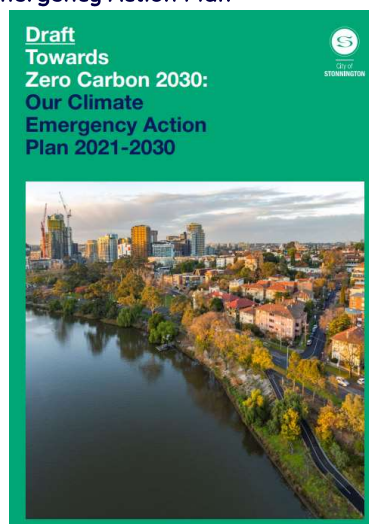
1. Zero carbon Stonnington
2. Leading action and advocating for change
3. A cool, climate-adapted city
4. A resilient, connected community
5. Towards zero waste and a circular economy

The purpose of this engagement was to:

- Understand the level of community support for the Climate Emergency Action Plan.
- Seek feedback on the draft Climate Emergency Action Plan, the priorities, and actions.
- Prioritise key actions within the five priority areas.

The consultation program builds upon the engagement collected for the Stonnington 2040 Community Vision. This ran between September 2020 and May 2021 and included broad and targeted engagement as well as deliberative engagement involving a People's Panel. The relevant feedback received as part of the Vision consultation has been included within this report

Image 1: Draft Climate Emergency Action Plan



2. Methodology

Timeframe: May 2021 - July 2021

Purpose: To explore what matters most to the community, invite interest in the project, and profile why this project is important.

Key Input: Draft Climate Emergency Action Plan

Desired Outcome:

- Engagement Summary Report providing an analysis of community engagement.
- Increased subscription to Council information services.

Engagement Method:

- Community pop-ups (2).
- Climate Emergency Forum.
- Online survey.
- Key stakeholder workshops (7).
- Community submissions.

Community Pop-ups

Two place-based community pop-ups were held at the following locations due to their community appeal and high levels of foot traffic:

- Prahran Market: Saturday 19th June, 11:30 am- 1 pm.
- Malvern Central: Saturday 19th June, 2 pm- 3:30 pm.

Participants were asked to respond to a series of questions. In line with COVID-19 safety advice, an option was provided to scan a QR code and complete an online Google Form survey, which reflected the same questions as were displayed on posters at the pop-ups.

Image 2: Pop-up at Malvern Central



Climate Emergency Forum

One Climate Emergency Forum was held online via Zoom. The forum was a mix of community education and small groups discussion centered on the draft Climate Emergency Action Plan. This was held on June 8th between 6:30 pm- 8:00 pm.

Online Survey

An online survey was published via the City of Stonnington Project Page. It was available between 18 May and 4 July 2021. This survey took participants through a series of questions to determine their level of support for the draft Climate Emergency Action Plan and its key priorities. The survey also collected participant demographic information.

Key stakeholder workshops

Seven key stakeholder workshops were held with representatives from health service providers; sports clubs; climate action groups; Stonnington Environmental Champions; community group leaders network; biodiversity action groups; and the Stonnington Engaged group.

Community submissions

Community members and stakeholders were able to submit further comments directly to Council Officers via email. This was promoted via Connect Stonnington.

Communications:

The Draft Plan and its associated engagement activities were promoted through:

- Direct emails to: Local community groups; Traders Associations; Local sports clubs; and Local schools.
- A special edition of the enviro newsletter.
- Stonnington engaged newsletter.
- On hold messages.
- Social media posts.

Image 3: Online Project page



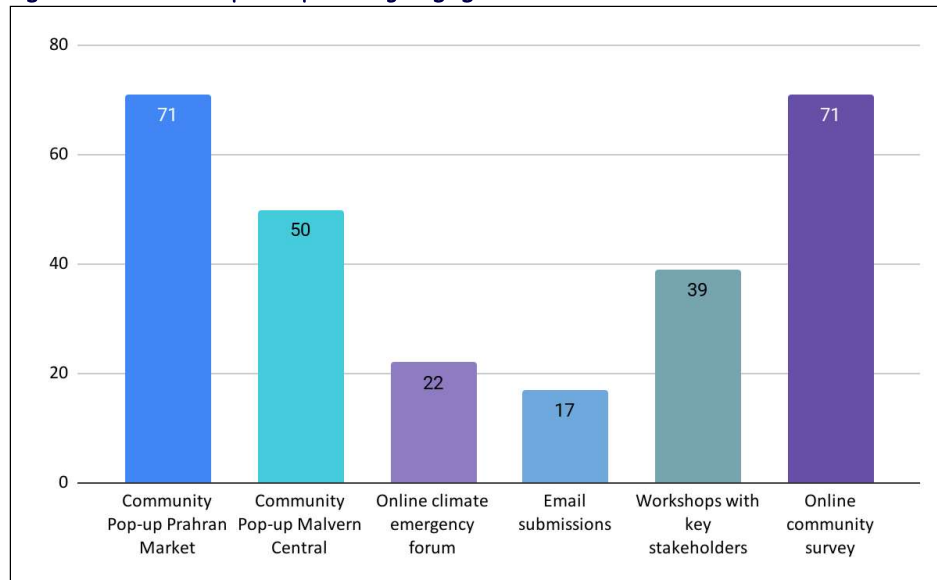
3. Participants

3.1. Participation

We estimate that 270 people participated in the Draft Climate Emergency Action Plan engagement (Figure 2). We have no means of tracking duplication in participation, that is where someone might have attended a pop-up and also attended the forum. Participant numbers at key stakeholders workshops have been estimated.

It should be noted that demographic information was not collected across all engagement methods. Where possible, information has been broken down into methods.

Figure 2: Number of participants by engagement method

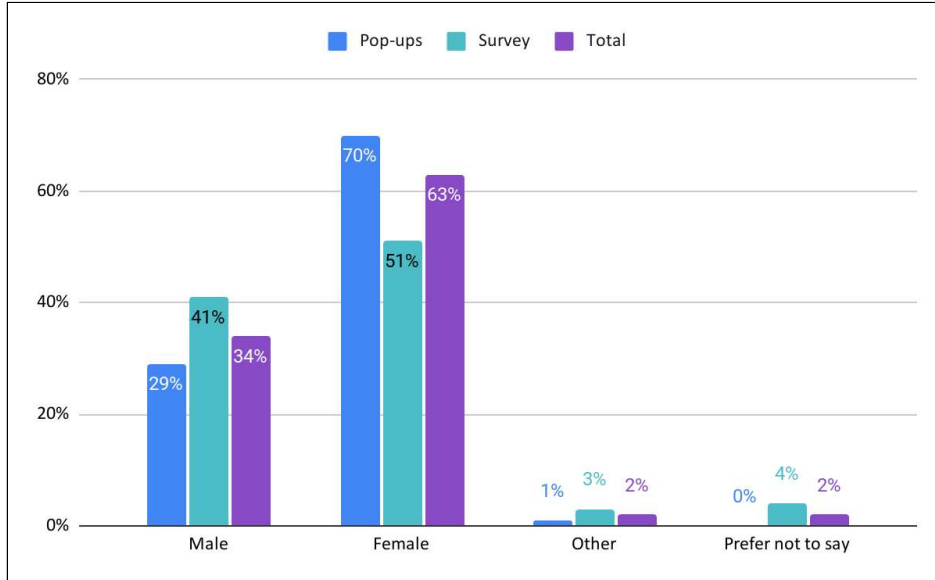


3.2. Age and Gender

Across the community pop-ups and online survey, 188 participants identified their gender, with 63% identifying as female, 34% identifying as male, 1.5% self-identifying their gender, and 1.5% preferred not to say (see Figure 3). This contrasts with the demographics of the Stonnington municipality, with 52.5% females and 47.5% males (2016 Census Quick Stats).

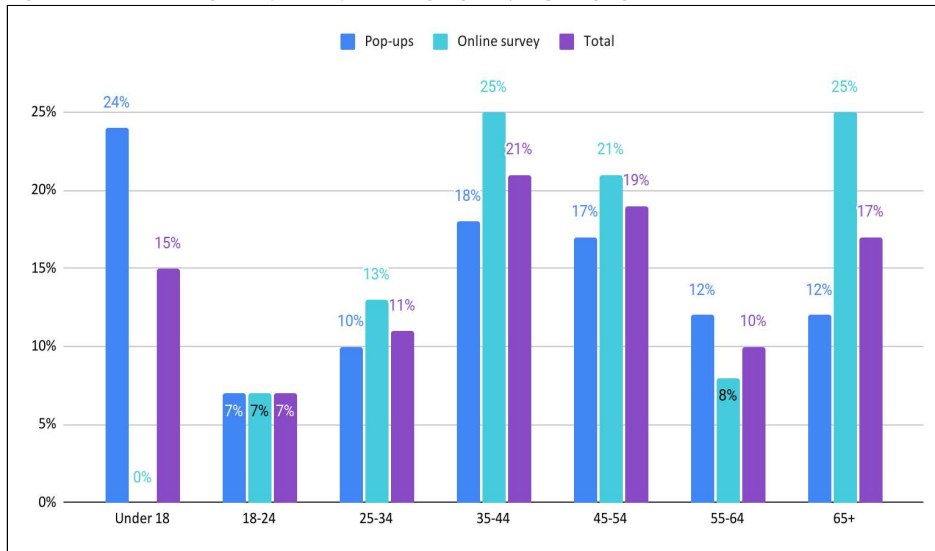


Figure 3: Percentage of participants by identified gender by engagement method



192 of the community pop-up and survey participants disclosed their age. The 35-44-year-old age bracket made up the highest cohort of participants (21%). The 18-24-year-old cohort had the least participation (7%). Interestingly, participation from the under 18 years age bracket was highest with community pop-ups and 65 years and over was highest with the online survey.

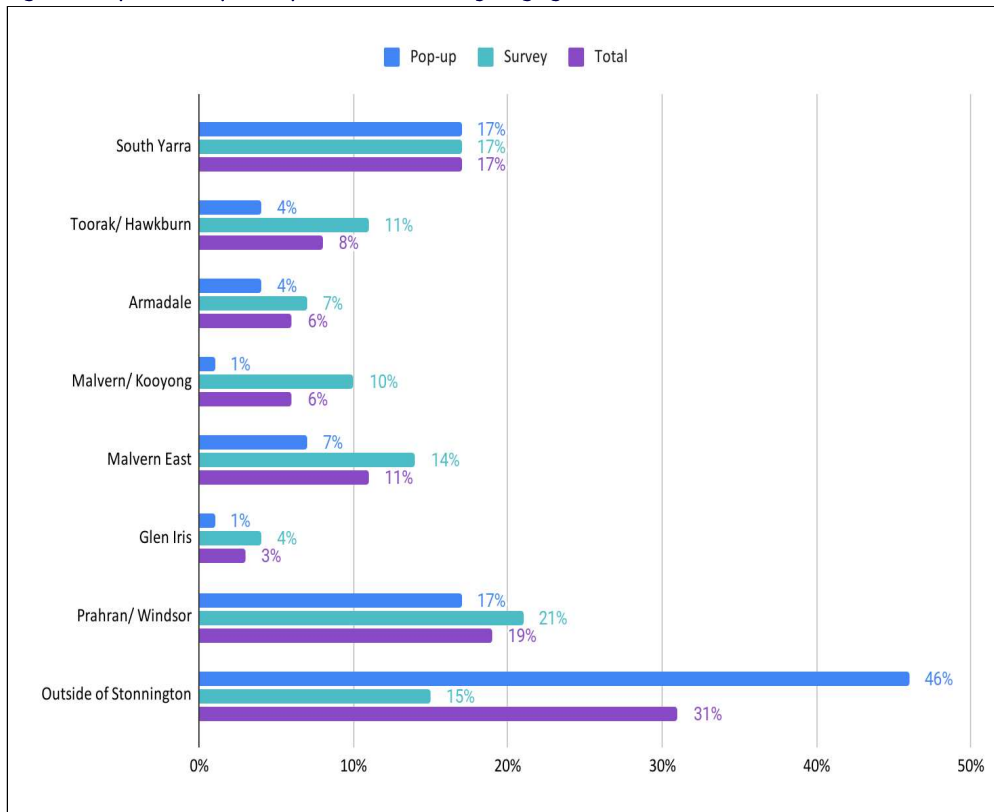
Figure 4: Percentage of participants age group by engagement method



3.3. Residence

Most participants that participated through the community pop-ups or online survey, interestingly, came from outside of Stonnington, it should be noted that this was heavily the case for the online surveys but not the community pop-ups. Those that lived in Stonnington were primarily from Prahran/Windsor (19%), South Yarra (17%), and Malvern East (11%).

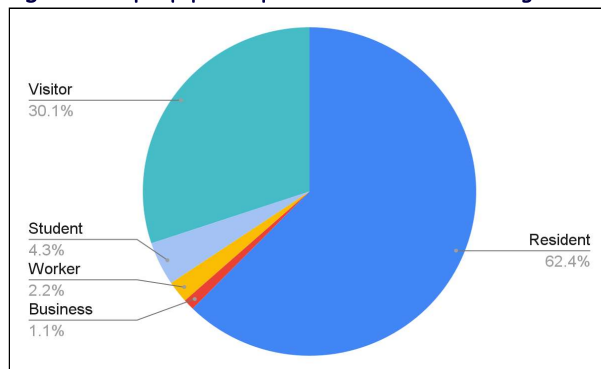
Figure 5: Spread of participant residence by engagement method.



3.4. Connection to Stonnington

Community pop-up participants were asked about their connection to Stonnington. Participants could report multiple ways they connect. Figure 6 demonstrates that of 91 respondents: 58 reported that they lived in Stonnington; 28 were visitors, 4 were Stonnington students, 2 worked in Stonnington, 1 had a business based in Stonnington.

Figure 6: Pop-up participants' connection to City of Stonnington



3.5. Request for further information

47 participants from the online survey and community pop-ups (33 and 14 respectively) signed up to receive information on the draft Climate Emergency Action Plan, and/or Council's monthly environment newsletter.

Image 4: Postcard for recording participant demographics

A bit about you

Firstly, what is your age:

Under 18

18-24

25-34

35-44

45-54

55-64

65+

I prefer not to answer

Which of the following describes you?

Woman or female

Man or male

Non-binary

I prefer not to answer

I use a different term (please specify)

What is the postcode where you live?

What is your relationship to Stonnington?

Resident

Business owner

Worker

Student

Visitor

Other (please specify): _____

Would you like to (please tick):

Receive information on the on the draft Climate Emergency Action Plan so you can read and provide further feedback

Sign up to Council's monthly environment newsletter to stay up to date on local environmental news and events

If so, please provide your e-mail address

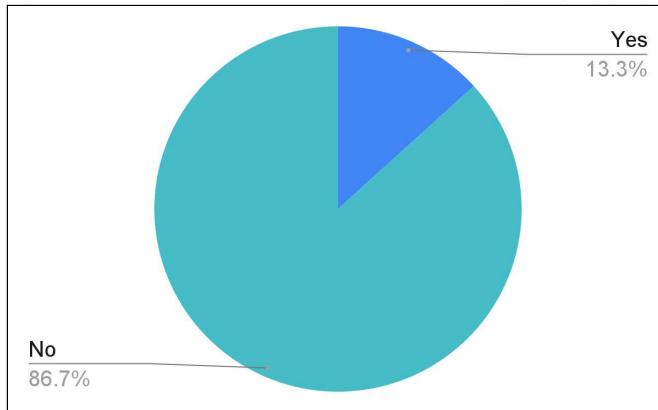


4. Overall Feedback

4.1. Levels of Awareness

Community pop-up participants were asked, “Before today, were you aware that the City of Stonnington had declared a climate emergency and committed to strong action on climate change?” Not all participants provided a response to this question, 11 participants were aware of the declared climate emergency, whereas a majority of participants (72) were unaware prior to the pop-up exhibition (Figure 7).

Figure 7: Awareness of declared climate emergency by pop-up participants



4.2. Levels of Support

Participants from the community pop-ups, Climate Emergency Forum, and online survey were asked to rate their level of support for Council's strong action on climate change. Figure 8 demonstrates that the majority of participants completely support Council action (72%).

It should be noted that the online survey had higher levels of those who had no (17%) or little support for the actions (6%), this was a noticeable difference in comparison to the other methods. This is consistent with the feedback received on the level of support for the draft Climate Emergency Action Plan by survey participants (Figure 9). Survey participants were asked, “to what extent do you support the draft Climate Emergency Action Plan overall?” The majority of participants were completely in support (49.3%) or mostly in support (21.1%), however, 16.9% were not at all in support.

It should also be noted, during a survey for the Stonnington 2040 Community Vision (which had a broader focus), 65% of participants felt that responding to climate change was extremely important, very important or important. 25% of participants listed environmental initiatives when asked about their aspirations or bold vision for the future.



Figure 8: Extent of support for Council action on climate change by engagement method

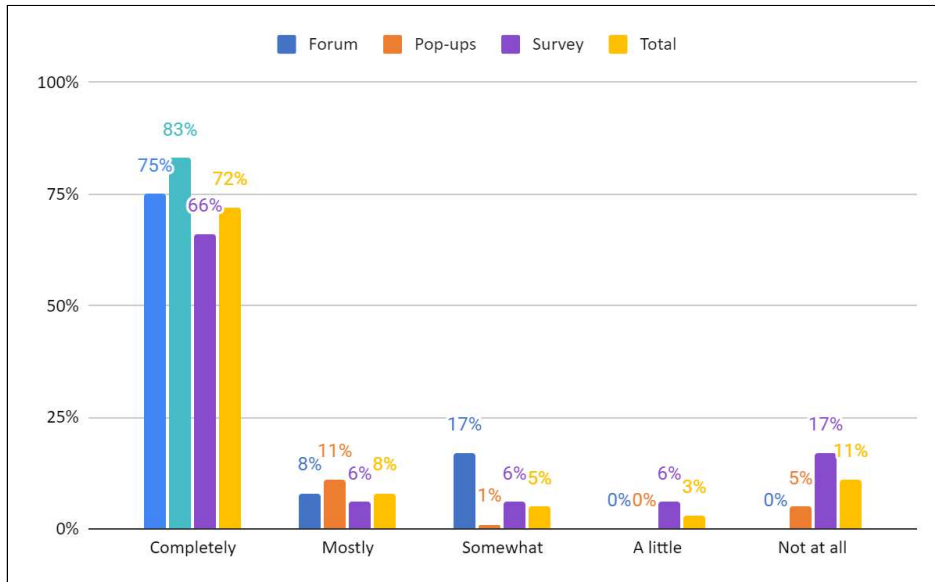
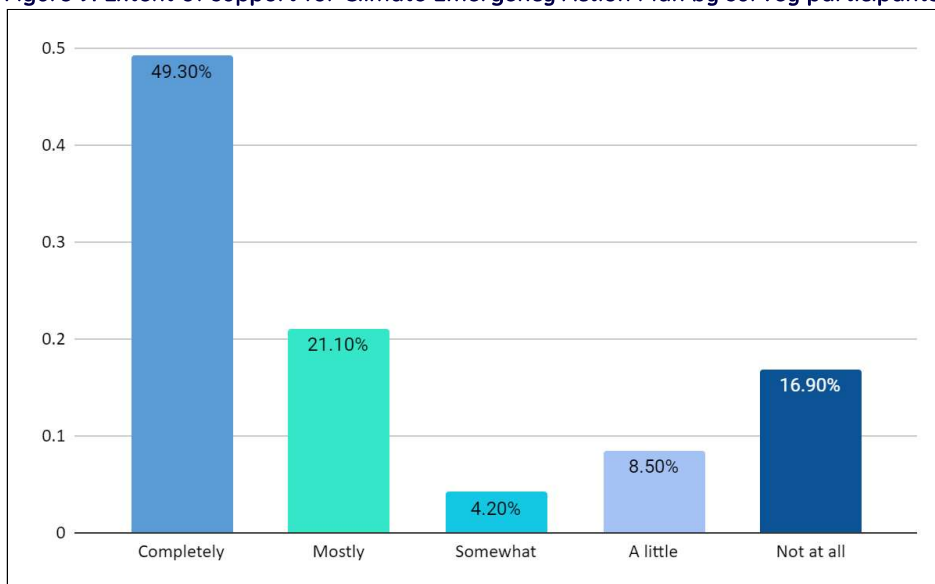


Figure 9: Extent of support for Climate Emergency Action Plan by survey participants



4.3. General feedback on the plan

Participants across the engagement methods provided feedback on the plan; what they liked, what they didn't like, and what could be strengthened. The feedback that is specific to a priority area has been included in the relevant section in this report (Section 3-7).

General positive feedback

- Council is demonstrating strong leadership.
- Congratulations on a strong draft plan.
- Appreciate the focus on support for the community.
- Impressed the plan was based on scientific research.

General negative feedback

It should be noted that the vast majority of negative feedback was received from survey respondents. The general themes are:

- Addressing climate change is not Council's role/not necessary.
- The proposed actions are not a good use of money.
- Climate change does not exist.
- CO2 emissions do not cause global warming.
- Concern of planning permit changes that impact on personal choice.

Table 2: General suggestions for improvement (not specific to a Priority Area)

Theme	Comments (summarised)
Accountability	<ul style="list-style-type: none"> - Ensure measurable targets are in place across priority areas. - Track actions and make them publicly available. - Ensure actions specifically address the data outlined in the plan. - Nominate a person for ensuring actions are achieved and there is consistent Council practice e.g. Environmental Ombudsman. - Provide information on the cost and expected benefits of actions, including expected reduction in emissions. - Outline what is not in scope. - Consider potential negative impacts of actions e.g. glare from light coloured surfaces, LED impacts on those with epilepsy.
Resources	<ul style="list-style-type: none"> - Ensure budget reflects climate emergency and there is adequate funding for initiatives. - Ensure adequate staffing to achieve the actions.
Advocacy	<ul style="list-style-type: none"> - Advocate to State and Federal Governments to strengthen their leadership.
Partnerships & Engagement	<ul style="list-style-type: none"> - Ensure Council works in partnership e.g. local councils, Public Transport Victoria, Owners Corporations, VicRoads, Sustain: The Australian Food Network, VicHealth- Workplace Achievement Program, Idle Off. - Ensure Council supports and engages vulnerable residents in initiatives including those living in public housing.
Plan inclusions or writing	<ul style="list-style-type: none"> - Change language to increase educative approach and less alarmist.



	<ul style="list-style-type: none">- Increase the emphasis on community actions and everyone having a role.- Strengthen the information included regarding the health effects of climate change.- Explain the interconnectedness between the priority areas.- List research/evidence sources.- Include climate change impact on oceans.
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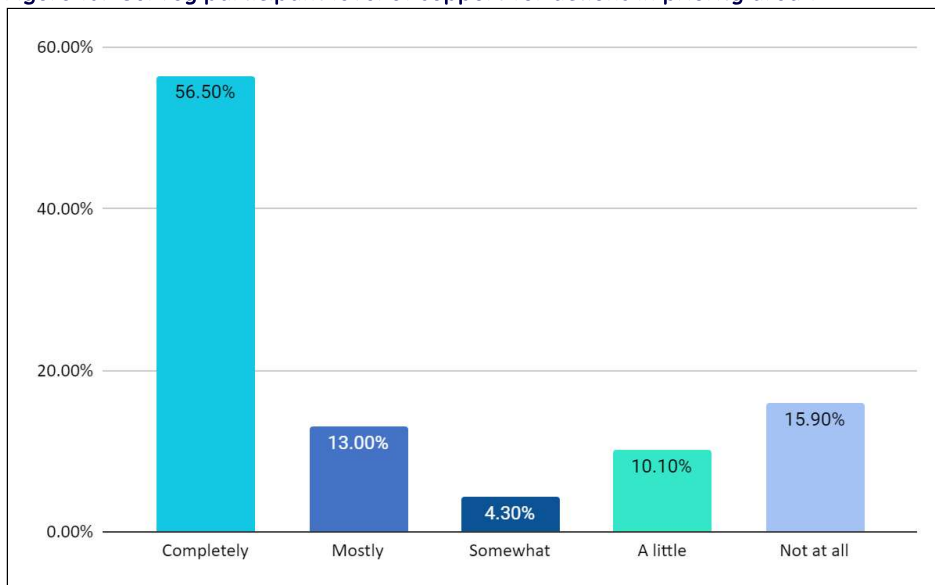
Image 5: Pop-up at Prahran Market



5. Priority Area 1: Zero carbon Stonnington

Under Priority Area 1 - Zero Carbon Stonnington, survey participants were asked to respond to the question: "To what extent do you support the actions included under priority one?" There was a high level of support, with 56.50% indicating that they completely support and a further 13% mostly in support.

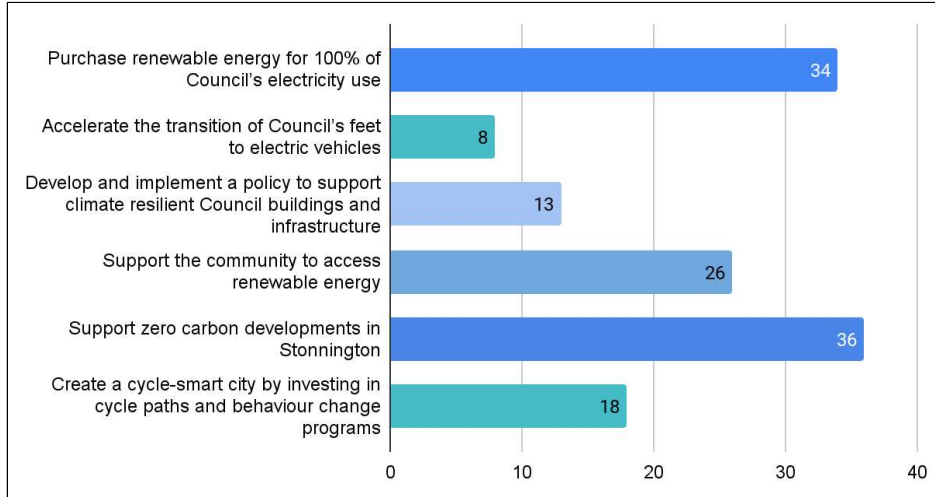
Figure 10: Survey participant level of support for actions in priority area 1



Pop-up participants were asked to vote for the key action with the highest importance. The key actions for priority area one that received the most votes by pop-up participants were: Support zero carbon developments in Stonnington (36); Purchase renewable energy for 100% of Council's electricity use (34), and Support the community to access renewable energy (26).



Figure 11: Key actions for Priority Area 1 by community pop-up participants



Feedback was collated from across the engagement methods and analysed into key themes (Table 3). Priority Area one received the most feedback, there was a belief that this area should have the largest focus from Council, and activities that address the largest causes of emissions should be implemented first.

Table 3: Feedback themes from Priority Area 1 and summarised comments

Theme	Comments (summarised)
<i>Prioritise supporting zero emissions travel</i>	<ul style="list-style-type: none"> - Increase priority and actions in regards to active and public transport. - Advocate to Public Transport Victoria for improvements to public transport. - Improve the relationship between Climate Emergency Action Plan and other Council sustainable transport plans. - Investigate infrastructure needed for electric vehicles and car share arrangements e.g. specific parking, charging stations. - Improve active transport infrastructure e.g. bike lanes, car-free roads. - Discourage driving e.g. reduce car parking, reduce speed limits, idle-free zones. - Include e-bikes and scooters within the plan. - Consider the environmental impact of electric vehicles. - Change garbage collection trucks to electric.



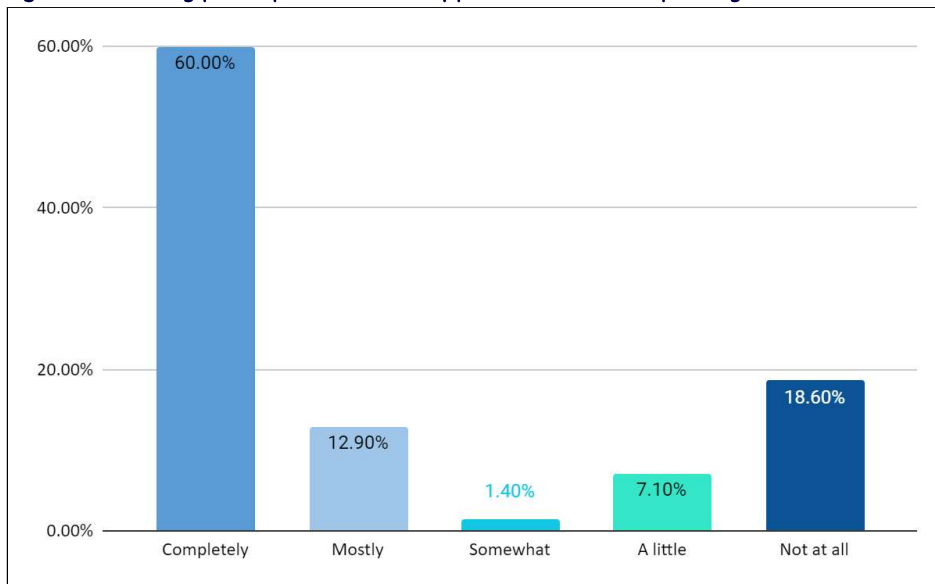
<p><i>Develop planning controls to ensure environmentally friendly developments</i></p>	<ul style="list-style-type: none"> - Ensure permit for new developments have: <ul style="list-style-type: none"> o Expectations of green credentials for development. o Set enforceable rules e.g. orientation, shading, roofs, walls, compost waste, charging stations, water usage, greening. - Introduce building and infrastructure policy to address sustainable building design and sustainable building techniques. - Council to promote and favour sustainable construction techniques and materials in all buildings in Stonnington. - Help to engage and educate developers and those applying for building permits about sustainable construction. - Ensure Environmentally Sustainable Development in Council sporting pavilions. - Introduce monitoring for new buildings to ensure sustainability management plans are being followed. - Support passive energy house and educate the community and developers on passive design principles.
<p><i>Address emissions caused by wood-burning (fire pits and wood heaters)</i></p>	<ul style="list-style-type: none"> - Address emissions from the burning of wood heaters and fire pits within the plan. - Consider banning the use of wood heaters/fire pits.
<p><i>Encourage and incentivise use of renewable/ solar energy</i></p>	<ul style="list-style-type: none"> - Provide incentives for community members to use solar power/batteries. - Work with landlords and businesses to promote solar. - Investigate community renewal energy hubs to produce a surplus of energy. - Investigate LED/Solar street lighting. - Investigate use of microgrids. - Ensure all Council buildings/public places have energy saving lighting. - Decrease energy use in Council building after hours. - Support energy star ratings for schools, rental houses etc. - Consider adopting Gold Standard® (GS) voluntary carbon offsets.
<p><i>Promote behaviour change that decreases emissions</i></p>	<ul style="list-style-type: none"> - Encourage people to insulate their houses. - Promote white paint/tiles on roofs. - Educate the community on CO2 emissions locally and in Australia. - Encourage people to eat less meat to reduce emissions associated with meat production. - Encourage people to not idle their cars
<p><i>Provide clear and measurable emission targets</i></p>	<ul style="list-style-type: none"> - Include interim emissions target prior to 2030. - Include Scope 3 emissions (e.g. emissions from contractors and builds). - Request contractors to provide an estimate of their emissions when they are putting in a tender.



6. Priority Area 2: Leading action and advocating for change

Under Priority Area 2 - Leading action and advocating for change, survey participants were asked to respond to the question: “To what extent do you support the actions included under priority two?” The highest number of votes was: ‘Completely’ (60%).

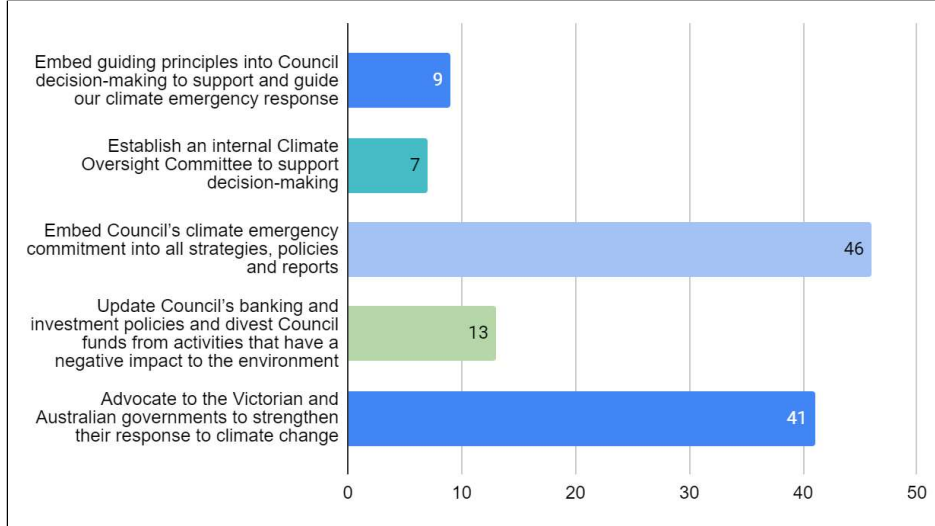
Figure 12: Survey participant level of support for actions in priority area 2



The key actions for priority area two that received the most votes during the community pop-ups were: Embed Council’s climate emergency commitment into all strategies, policies, and reports (46); Advocate to the Victorian and Australian governments to strengthen their response to climate change (41), and Update Council’s banking and investment policies and divest Council funds from activities that have a negative impact on the environment (13).



Figure 13: Key actions for Priority Area 2 as voted by community pop-up participants



Feedback was collated from across the engagement methods and analysed into key themes (Table 4).

Table 4: Feedback themes from Priority Area 2 and summarised comments

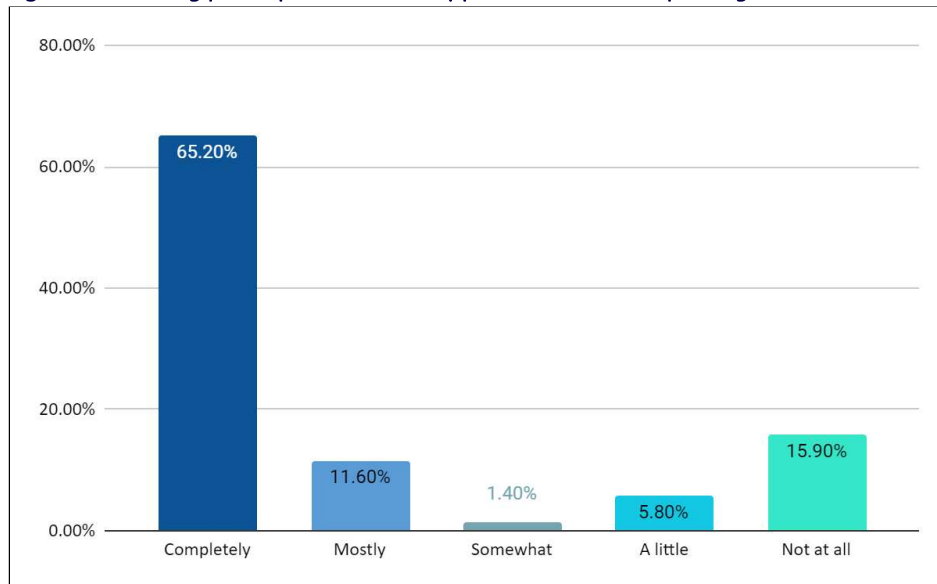
Theme	Comments (summarised)
<i>Advocate to State and Federal Government for improved leadership and meaningful changes</i>	<ul style="list-style-type: none"> - Advocate for minimum energy ratings. - Advocate for reduced packaging at supermarkets and shops. - Advocate for Government assistance for sustainability upgrades in strata buildings. - Advocate for the introduction of eco-standards for Victoria. - Advocate for improved public transport.
<i>Address climate change and sustainability in Council policies and processes</i>	<ul style="list-style-type: none"> - Increase emphasis on strengthening sustainable and environmental design in all Council policies. - Embed climate action in purchasing strategies and supplier relationships. - Ensure Council decision making process is transparent and audited. - Consider charging higher rates to buildings with low NATHERS rating.



7. Priority Area 3: A cool, climate-adapted city

Survey participants were asked to respond to the question: “To what extent do you support the actions included under priority 3 - A cool, climate-adapted city?” A majority of respondents selected ‘Completely’ (65.20%).

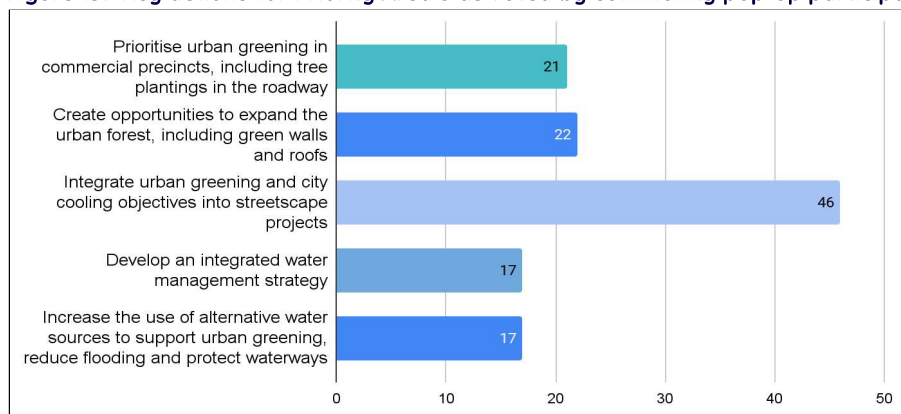
Figure 14: Survey participant level of support for actions in priority area 3



The key actions for priority area three that received the most votes from pop-up participants were: Integrate urban greening and city cooling objectives into streetscape projects (46); Create opportunities to expand the urban forest, including green walls and roofs (22); and Prioritise urban greening in commercial precincts, including tree plantings in the roadway (21).



Figure 15: Key actions for Priority Area 3 as voted by community pop-up participants



Feedback was collated from across the engagement methods and analysed into key themes (Table 5)

Table 5: Feedback themes from Priority Area 3 and summarised comments

Theme	Comments (summarised)
<i>Increase urban greening in Stonnington</i>	<ul style="list-style-type: none"> - Include a greening lens on all development/planning approvals. - Increase green walls and roofs. - Develop approaches to encourage low canopy trees near power lines or consider underground electricity to protect trees. - Increase tree planting within shopping strips, roundabouts, schools and along the rail corridor (in partnership with Public Transport Victoria). - Develop community gardens. - Investigate the appropriateness of using synthetic turf.
<i>Promote the use of native species</i>	<ul style="list-style-type: none"> - Partner with Traditional Owners to prioritise local native species to suit climate, reduce water requirements and improve biodiversity on both flora and fauna. - Protect existing trees and plantings and replace any cutdown trees with natives. - Provide education programs on appropriate plantings.
<i>Address water sustainability</i>	<ul style="list-style-type: none"> - Investigate alternative water supplies for sporting groups, ovals parks (e.g. water tanks) and avoiding potable water use. - Investigate stormwater harvesting and address within the plan. - Investigate/promote how much water goes into creating food. - Consider utilising e-water within Council buildings. - Investigate permeable asphalts to improve water access to street trees.



<p><i>Protect the existing fauna in Stonnington</i></p>	<ul style="list-style-type: none">- Encourage bee-friendly planting.- Introduce cat-free zones/ areas to protect wildlife.- Conduct an independent ecological survey to determine and qualify what wildlife, aquatic life, and insect life lives in Stonnington.- Provide bird, possum, and bat boxes and water vessels in public plantings as well as water retaining vessels such as birdbaths.- Cease the use of toxic weedicides.
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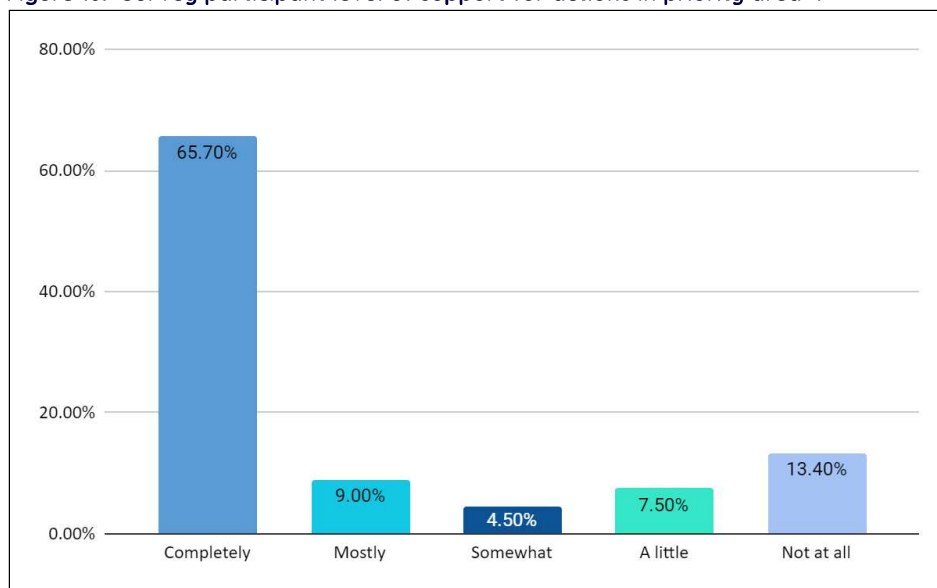
Image 6: Pop-up at Malvern Central



8. Priority Area 4: A resilient, connected community

Survey responses to the question; “To what extent do you support the actions included under Priority Area 4: A resilient, connected community”, demonstrated a high level of support with 65.70% being completely in support.

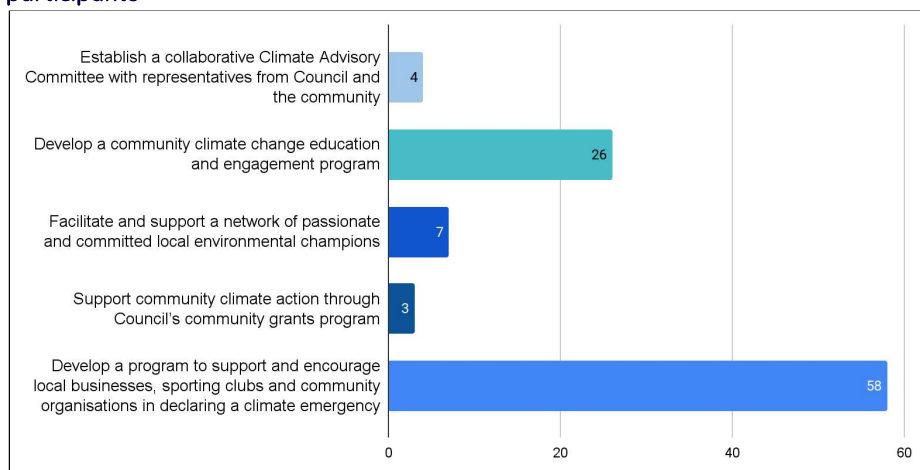
Figure 16: Survey participant level of support for actions in priority area 4



The key actions for priority area four that received the most votes from pop-up participants were: Develop a program to support and encourage local businesses, sporting clubs, and community organisations in declaring a climate emergency and acting on climate change (58); Develop a community climate change education and engagement program (26) and Facilitate and support a network of passionate and committed local environmental champions (7).



Figure 17: Key actions for Priority Area 4 as voted by community pop-up participants



Feedback was collated from across the engagement methods and analysed into key themes (Table 6)

Table 6: Feedback themes from Priority Area 4 and summarised comments

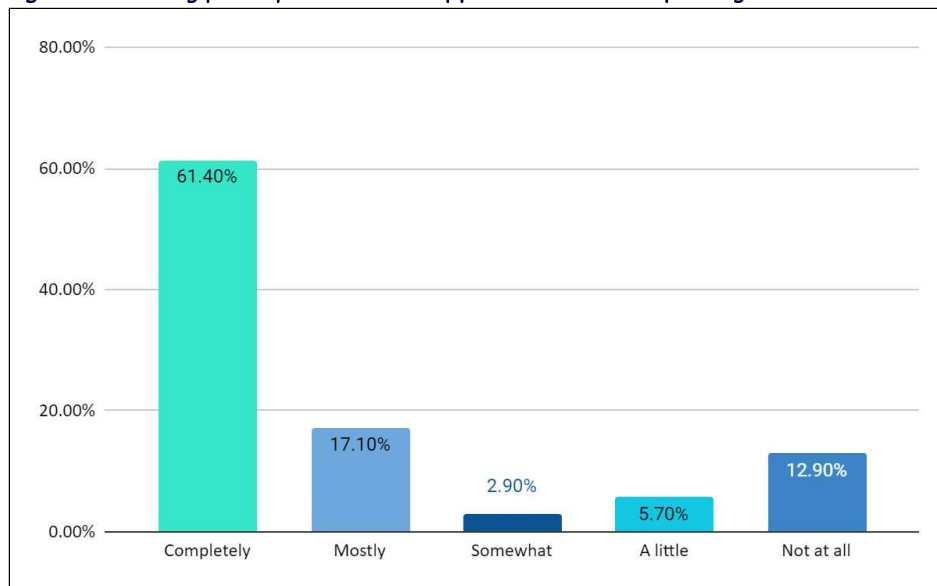
Theme	Comments (summarised)
<i>Increase community education on the climate emergency and positive behaviours</i>	<ul style="list-style-type: none"> - Consider activities that target children e.g. through schools, nature play. - Increase communications to highlight climate emergency e.g. newsletters, website and social media. - Investigate the Green Power, Idle Off and Take2 Pledge campaigns. - Educate community members on what they can do at home e.g. insulation, not idling cars
<i>Develop incentives for positive environmental behaviours</i>	<ul style="list-style-type: none"> - Develop an award system/ tick system for environmentally friendly businesses or schools - Provide financial incentives for energy efficiency upgrades e.g. window replacement. - Develop awards for residents or rebates to support better environmental action.
<i>Continue and further promote Council climate events</i>	<ul style="list-style-type: none"> - Examine and increase promotion of Council events and workshops aiming to addressing climate change.



9. Priority Area 5: Towards zero waste and a circular economy

Participants were asked to respond to the question; “To what extent do you support the actions included under Priority Area 5 - Towards zero waste and a circular economy”. The highest number of respondents replied with ‘Completely’ (61.40%).

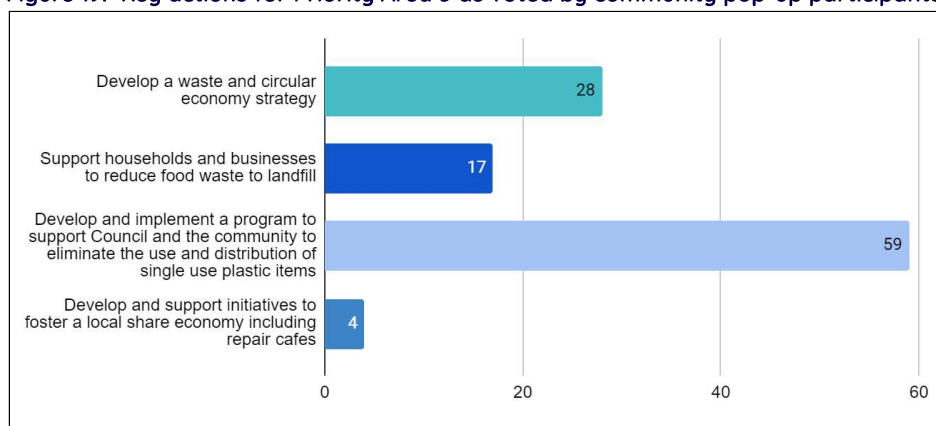
Figure 18: Survey participant level of support for actions in priority area 4



The key actions for priority area five that received the most votes by community pop-up participants were: Develop and implement a program to support Council and the community to eliminate the use and distribution of single-use plastics (59); Develop a waste and circular economy strategy (28), and Support households and businesses to reduce food waste to landfill (17).



Figure 19: Key actions for Priority Area 5 as voted by community pop-up participants



Feedback was collated from across the engagement methods and analysed into key themes (Table 7). This priority area garnered the second highlight level of feedback for the community.

Table 7: Feedback themes from Priority Area 5 and summarised comments

Theme	Comments (summarised)
<i>Review current Council waste management practices and services</i>	<ul style="list-style-type: none"> - Cease hard waste service to encourage recycling, reusing or re-purposing. - Start policing waste management actions e.g. recycling contamination. - Investigate bottle banks, container deposit scheme, recycling for soft drink bottles and/or coffee cups. - Review charge for green bins and FOGO. - Utilise food and garden waste in Council parks and gardens. - Investigate separated recycling (e.g. glass and plastic). - Increase frequency of recycling collection. - Increase bin facilities at sporting pavilions and railway stations. - Introduce minimum requirements for waste management for developers. - Facilitate sites for swap/repair cafes. - Provide public composting for residents who do not have FOGO, could be linked to community gardens. - Offer smaller bins to the community. - Ensure maintenance and replacement tenders outline their approach to waste management.
<i>Encourage responsible waste management behaviours</i>	<ul style="list-style-type: none"> - Increase community education on waste management e.g. use QR codes. - Encourage people to recycle single-use plastics. - Increase promotion of FOGO to increase uptake.



	<ul style="list-style-type: none"> - Assist businesses to have responsible waste management practices. - Advocate to stop the sale of single-use plastics. - Provide information to owners corporations re: FOGO.
<i>Address e-waste disposal</i>	<ul style="list-style-type: none"> - Consider addressing e-waste in the plan. - Provide information on how to responsibly dispose of e-waste.



Council response to feedback

Community Engagement Theme	Community Suggested Actions	Proposed Council Action
Priority Area 1: Zero carbon Stonnington		
Prioritise supporting zero emissions travel	Increase active and public transport priority and actions (including e bikes and scooters)	The Zero carbon Stonnington priority has been updated to ensure sustainable transport is clearly framed as a priority. The action plan has also been updated – see Actions 1.14, 1.15, 1.16, 1.17.
	Improve relationship with other Council sustainable transport plans	The Zero carbon Stonnington priority has been updated to ensure sustainable transport is clearly framed as a priority. The action plan has also been updated.
	Investigate infrastructure required for electric vehicles and car share	The Zero carbon Stonnington priority has been updated to ensure sustainable transport is clearly framed as a priority. The action plan has also been updated – see Action 1.17.
	Improve active and public transport infrastructure (including Public Transport Victoria advocacy)	The Zero carbon Stonnington priority has been updated to ensure sustainable transport is clearly framed as a priority. The plan includes an action to partner with the Victorian Government to strengthen its climate response, including actions around sustainable transport (Action 3.10).

	Discourage driving and idling vehicles	The Zero carbon Stonnington priority has been updated to ensure sustainable transport is clearly framed as a priority. The action plan has also been updated – see Action 1.16.
	Consider environmental impact of electric vehicles and use for garbage trucks	The Zero carbon Stonnington priority has been updated to ensure sustainable transport is clearly framed as a priority. Transitioning Council’s fleet to zero emissions vehicles will be a key focus of the plan and a number of actions in the plan support this – see Action 1.4.
Develop planning controls to ensure environmentally friendly developments	Ensure permits for new developments have environmental standards (inc. Council buildings)	The Zero carbon Stonnington priority has been updated to ensure sustainable development is clearly framed as a priority. Council currently has a Local Environmentally Sustainable Design Policy to drive sustainability in development. Additionally, the plan includes actions related to Zero carbon developments – see Action 1.19.
	Encourage sustainable building techniques through policy development, promotion, developer education and monitoring	The Zero carbon Stonnington priority has been updated to ensure sustainable development is clearly framed as a priority. Additionally, the plan includes actions related to Zero carbon developments – see Action 1.19.
	Educate the community and developers on passive design principles.	The Zero carbon Stonnington priority has been updated to ensure sustainable development is clearly framed as a priority. Additionally, the plan includes actions related to Zero carbon developments – see Action 1.19.
Address emissions caused by wood-burning in the	Address emissions from the burning of wood heaters and fire pits within the plan.	The plan has been updated to include an action to support households transition away from wood heaters – see Action 1.12.3.



community (fire pits and wood heaters)	Consider banning the use of wood heaters/fire pits.	The plan has been updated to include an action to support households transition away from wood heaters – see Action 1.12.3.
Encourage and incentivise the use of renewable/solar energy	Provide incentives and promote solar power/batteries to community members, businesses and landlords.	See Action 1.12
	Investigate community renewal energy hubs and microgrids	See Action 1.12
	Investigate LED/Solar street lighting.	Council has upgraded over 3,800 street lights with energy efficient LEDs. The plan includes actions to accelerate further energy efficient lighting upgrades – see Action 1.3.
	Ensure all Council buildings/public places have energy saving lighting and decrease use after hours	The plan includes actions to accelerate further energy efficient lighting upgrades – see Action 1.3.
	Consider adopting Gold Standard® (GS) voluntary carbon offsets.	Council will be investigating carbon offsets closer to 2030 and our zero carbon target. An offsets policy will be developed at this time.
Promote behaviour change that decreases emissions	Encourage people to insulate their houses and eat less meat.	Council will be developing an education and engagement program to help our community respond to the climate emergency.
	Promote white paint/tiles on roofs.	Council will be working to ensure that its facilities and infrastructure is climate-ready, including implementing leading environmentally sustainable design through a Sustainable Assets Policy – see Action 2.4.



		The Zero carbon Stonnington priority has been updated to ensure sustainable development is clearly framed as a priority. Additionally, the plan includes actions related to Zero carbon developments – see Action 1.19.
	Educate on current CO2 emissions locally and in Australia and the future impacts.	Council will be developing an education and engagement program to help our community respond to the climate emergency.
Provide clear and measurable emission target	Include interim emissions target prior to 2030.	Council has outlined an interim emissions reduction target of 80% below 2005 baseline levels by 2025.
	Include Scope 3 emissions	Council’s current carbon accounting is based on scope 1 and 2 emissions. Scope 3 emissions occur in Council’s work or supply chain. Reducing these emissions will involve reducing emissions associated with staff commuting, asphalt, waste, water, paper and our contractors. As we work to accurately capture and monitor these emissions, we will review and update our carbon accounting approach. This action plan includes some actions to address scope 3 emissions but we will review and revise through the action plan update in 2024.
	Request contractors to provide an estimate of their emissions when they are submitting a tender.	Council will update our procurement practices to strengthen sustainable procurement outcomes and encourage our supply chain to act on climate change – see Action 3.8.
Priority Area 2: Leading action and advocating for change		



<p>Advocate to State and Federal Government for improved leadership and meaningful changes</p>	<p>Advocate on issues including: minimum energy rating; reduced packaging at supermarkets; sustainable upgrades to strata buildings; eco-standards for Victoria; and improved public transport.</p>	<p>Council will partner with both Australian and Victorian governments to strengthen their climate response – see Actions 3.10 and 3.11.</p>
<p>Address climate change and sustainability in Council policies and processes</p>	<p>Address sustainable and environmental principles in all Council policies.</p>	<p>The implementation of the Climate Emergency Action Plan will require a whole-of-Council approach – see Actions 3.1, 3.2, 3.3.</p>
	<p>Embed climate action in purchasing strategies and supplier relationships</p>	<p>Council will update our procurement practices to strengthen sustainable procurement outcomes and encourage our supply chain to act on climate change – see Action 3.8.</p>
	<p>Ensure Council decision making process is transparent and audited.</p>	<p>Council will update our procurement practices to strengthen sustainable procurement outcomes and encourage our supply chain to act on climate change – see Action 3.8.</p>
<p>Priority Area 3: A cool, climate adapted city</p>		
<p>Increase urban greening in Stonnington</p>	<p>Include a greening lens on all development/planning approvals.</p>	<p>The Zero carbon Stonnington priority has been updated to ensure sustainable development is clearly framed as a priority. Additionally, the plan includes actions related to Zero carbon developments – see Action 1.19 as well as partnering with the Victorian Government to strengthen its climate emergency response, including through the Planning Scheme. See Action 3.10.</p>
	<p>Increase green walls, green roofs and community gardens.</p>	<p>The plan includes actions to support urban greening and help cool the city – see Action 2.1.</p>



	Develop approaches to encourage low canopy trees near power lines or consider underground electricity	The plan includes actions to support urban greening and help cool the city – see Action 2.1.
	Increase tree planting within shopping strips, roundabouts, schools and along the rail corridor.	The plan includes actions to support urban greening and help cool the city – see Action 2.1.
	Investigate the appropriateness of synthetic turf.	The plan includes actions to support urban greening and help cool the city – see Action 2.1.
Promote the use of native species	Partner with Traditional Owners to prioritise local native species	The plan includes actions to work with key stakeholders, including Traditional Owners, to protect and enhance biodiversity – see Action 2.3.
	Protect existing trees and plantings and replace any cutdown trees with natives.	The plan includes actions to protect and enhance biodiversity – see Action 2.1.
	Provide education programs on appropriate plantings.	The plan includes actions to protect and enhance biodiversity, including through community education and engagement – see Action 2.3.
Address water sustainability	Investigate alternative water supplies for ovals, parks, Council buildings e.g. stormwater harvesting, ewater	The plan includes actions to reduce potable water use for irrigation and toilets and increase use of alternative water sources – see Action 2.2.
	Investigate permeable asphalts to improve water access to street trees.	The plan includes actions to support urban greening, water sensitive urban design and help cool the city – see Actions 2.1 and 2.2.



Protect the existing flora and fauna in Stonnington	Encourage bee-friendly planting.	The plan includes actions to protect and enhance biodiversity – see Action 2.1.
	Conduct an ecological survey to determine Stonnington’s wildlife, aquatic life, and insect life.	Council is currently undertaking a review of biodiversity in the city. Information on this will be available in late 2021/early 2022.
	Provide wildlife boxes and water vessels in public places.	The plan includes actions to protect and enhance biodiversity – see Action 2.1.
Priority Area 4: A resilient, connected community		
Increase community education on the climate emergency and positive behaviours	Consider activities that target children.	Council will be developing a range of education and engagement initiatives, including activities to engage young people.
	Increase communications to highlight the climate emergency.	The plan includes actions to build climate emergency awareness – see Action 3.6.
	Investigate Green Power, Idle Off and Take2 Pledge campaigns.	The plan includes actions to help facilitate access to Green Power. Council will investigate opportunities to support Idle Off. Take2 is no longer operating however, under the Victorian Climate Change Act, councils are able to make a voluntary pledge to reduce emissions. The City of Stonnington will explore making a voluntary pledge following the adoption of the Climate Emergency Action Plan.
	Educate community members on what they can do at home.	The plan includes actions to educate and engage the community on climate change and actions they can



		take to support a zero carbon Stonnington.
Develop incentives for positive environmental behaviours	Provide financial incentives for energy efficiency upgrades.	The plan includes an action to investigate financial incentives to encourage home energy efficiency improvements – see Action 1.12.7.
Continue and further promote Council climate events	Examine and increase promotion of Council’s climate or environmental events.	Council will be working to increase engagement in climate change and environmental initiatives. There are a number of actions in the plan that address this. Building community capacity and supporting community action is a key focus of the plan.
Priority Area 5: Towards zero waste and a circular economy		
Review current Council waste management practices and services	Cease hard waste service to encourage recycling, reusing or re-purposing.	While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development. Council is currently seeking community feedback on future hard waste models.
	Start policing waste management.	While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.



	<p>Investigate bottle banks, container deposit schemes, recycling for soft drink bottles and/or coffee cups.</p>	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>The Victorian Government has committed to introducing a container deposit scheme by 2023. Council will be working to support the implementation of this.</p>
	<p>Review charge for green bins and FOGO and frequency of collection.</p>	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>Council is investigating its food and green waste service model to optimise the service and ensure maximum diversion of food waste from landfill.</p> <p>The plan includes an action to expand Council’s food and green waste service – see Action 1.10.</p>
	<p>Utilise food and garden waste in Council parks and investigate public composting</p>	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p>



		<p>Council continues to explore options to support food and green waste recycling in Stonnington, including communal composting facilities.</p>
	<p>Investigate separated recycling (e.g. glass and plastic) and smaller waste bins</p>	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p>
	<p>Increase waste facilities at sporting pavilions and railway stations.</p>	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>Bins at railway stations are the responsibility of VicTrack. Council does have its own program to install public place recycling bins across the city to help divert resources from landfill.</p>
	<p>Introduce minimum requirements for waste management for developers.</p>	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>The Zero carbon Stonnington priority has been updated to ensure sustainable development is clearly framed as</p>



		a priority. This includes waste management in developments – see Action 1.19.
	Facilitate sites for swap/repair cafes.	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>The plan includes actions to support local circular economy initiatives – see Action 1.11.</p>
Encourage responsible waste management behaviours	Increase community education on waste management	While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.
	Advocate to stop the sale of single-use plastics and recycle them, where possible.	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council’s waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>The plan includes actions to reduce single use plastics – see Action 1.9.</p>
	Increase promotion of FOGO	While the action plan does include some actions related to waste avoidance and supporting resource recovery



		<p>through the circular economy, detail on Council's waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>The plan includes an action to expand Council's food and green waste service – see Action 1.10.</p>
	Assist businesses to have responsible waste management practices.	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council's waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>The plan includes actions to support local businesses improve waste management.</p>
	Provide information to owners corporations re: FOGO.	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council's waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.</p> <p>The plan includes an action to expand Council's food and green waste service – see Action 1.10.</p>
Address e-waste disposal	Consider addressing e-waste in the plan.	<p>While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council's waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy,</p>



		currently in development.
	Provide information on how to responsibly dispose of e-waste.	While the action plan does include some actions related to waste avoidance and supporting resource recovery through the circular economy, detail on Council's waste and circular economy objectives and goals will be outlined in the waste and circular economy strategy, currently in development.



Sustainability Snapshot 2020-21

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City of
STONNINGTON



Mayor's message



Welcome to our Sustainability Snapshot for 2020-21.

Our community is passionate about taking action to address the impacts of climate change, and we're proud of the work we're doing alongside our residents, businesses and community groups. This update is a chance for us to celebrate our sustainability achievements over the past year.

While helping to reduce greenhouse gas emissions and prepare for a more sustainable future, we also know that sustainability initiatives can save us money and resources to invest elsewhere. An example of this is our green power initiative in partnership with 45 other Councils across Victoria which saved us \$340,000 in our 2021-22 budget. This money will be invested into a spring cleaning and upkeep blitz across our shopping precincts as well as increased waste education programs.

These achievements belong to everyone in Stonnington. And I look forward to continue working alongside our community, businesses, residents and other levels of government to work towards a more sustainable Stonnington.

Councillor Kate Hely
Mayor, City of Stonnington

Introduction

The Sustainability Snapshot is Council's annual report on how we are progressing towards achieving priorities set out in our Sustainable Environment Strategy 2018-23.

Find more information on Council's environment and sustainability initiatives on our website stonnington.vic.gov.au/sustainability

Our environmental priority areas:

- 01 Climate change and energy
- 02 Resources and waste management
- 03 Integrated water management
- 04 Urban environment
- 05 Education, engagement and collaboration

▼
Reporting on each area we highlight our key achievements from last year, and our focus for the next 12 months.

PRIORITY AREA 01

Climate change and energy

Key achievements



Secured agreement to purchase 100% renewable energy for all Council electricity

Secured agreement to purchase 100% renewable energy for all Council electricity from 1 July 2021 alongside 45 other Victorian councils through VECO - the Victorian Energy Collaboration.



Delivered online Climate Emergency forums

Began development of our Climate Emergency Action Plan, outlining our pathway to a zero carbon future, including a comprehensive community consultation program.

Completed energy efficiency upgrades at Harold Holt Swim Centre including replacing internal lighting with LEDs, water heater upgrade and a new Building Management System to control heating, ventilation, cooling and plant equipment more efficiently.



Designated streets as local cycling routes

Purchased battery powered brush cutters, hedgers and blowers to support parks maintenance, shifting away from fossil fuels and ensuring quieter operation.

Designated streets in Prahran, Windsor and Toorak as local cycling routes, including new line marking treatment to identify them as safe cycling streets.

Began development of our new Walking strategy, which will support and further increase walking trips and ensure walking is accessible and inclusive to all in our community.

Facilitated sustainability outcomes in new developments through our local Environmentally Sustainable Design (ESD) Policy.

Partnered with the Australian Energy Foundation (AEF) to support Stonnington households reduce energy use and increase rooftop solar uptake.

Delivered online Climate Emergency forums for Stonnington primary and secondary students to learn about our commitment to a safe climate in Stonnington.

Spotlight on:

VECO- the Victorian Energy Collaboration

We're excited to be one of 46 Victorian Councils to sign on to VECO, the Victorian Energy Collaboration, the largest ever emissions reduction project by local government in Australia.

VECO will provide 45 per cent of all Victorian Councils' electricity requirements with 100 per cent renewables, reducing emissions by 260,000 tonnes of CO2e every year. This is the equivalent of powering 48,000 homes with renewables or removing the emissions from 90,000 cars every year.


The groundbreaking project will reduce Council's current energy bills and reduce our greenhouse gas emissions by 78% on 2005 levels.

Focus for 2021-22:

Finalise our Climate Emergency Action Plan.

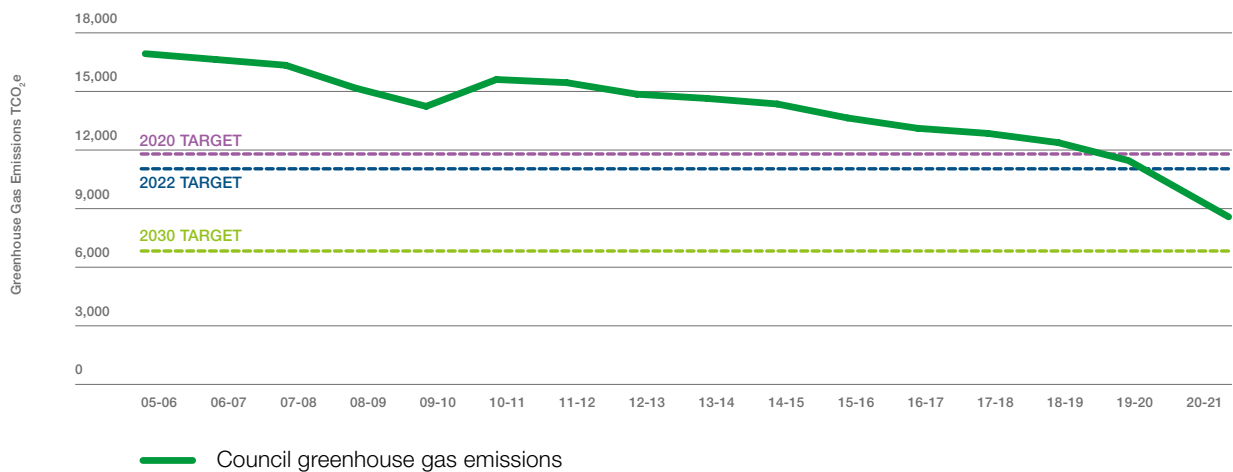




 **Reduced by 48%**

We've reduced greenhouse gas emissions by 48% below 2005 levels.
 Note: while we have continued to reduce energy use and install rooftop solar, a large proportion of this reduction in 2019-20 and 2020-21 is due to COVID lockdowns.

Council greenhouse gas emissions



PRIORITY AREA 02

Resources and waste management

Key achievements



Diverted 150 tonnes of electronic waste

Diverted 150 tonnes of electronic waste from landfill through Council's hard waste service and purple e-waste eater at the Stonnington Transfer Station.



Delivered 187 compost bins, worm farms and bokashi units

Expanded Council's food and green waste service to an additional 486 households. This brings the total to 13,112 households participating in the service plus 248 shared bins at apartment buildings.

Delivered 187 discounted compost bins, worm farms and bokashi units to Stonnington homes through our Compost Revolution program.



Installed two new solar compacting bins

Diverted 9,080kg of batteries, mobile phones and chargers, CDs and DVDs, VHS tapes, x-rays and office supplies from landfill through recycling stations in Council libraries and service centres.

Installed two new solar compacting bins at Union Street gardens.

Laid 4,571 tonnes of asphalt containing recycled content, over 96% of the asphalt used in 2020-21 contained recycled content.

Trialed a new 'green' concrete on a footpath along Glenferrie Road in Malvern.

Installed a huge range of materials made out of recycled plastic in gardens and parks across Stonnington.

Spotlight on:

Green concrete trial

We're taking your soft plastics and turning them into footpaths! While we've been using soft plastics in the asphalt used in our road resurfacing program for a few years, we've now turned our attention to a concrete footpath upgrades along Glenferrie Road in Malvern.

Around 350,000 pieces of plastic collected through soft plastics recycling stations in supermarkets have been used in the concrete mixture.

Polyrok, the 'green concrete' we've used, is totally encapsulated in the cement/sand in standard finished concrete, which means it is never exposed to the external environment. It's also recyclable.

Finding new life for unwanted materials is a key focus for Council and our circular economy future.

Focus for 2021-22:

Begin work on our Zero Waste and Circular Economy Strategy.



PRIORITY AREA 03

Integrated water management

Key achievements



21,485 L saved

Saved 21,485 litres of water over the past year through water efficiency upgrades and rainwater tank repairs, reducing water use by 6.4%



Consumption ↓6.4%

Completed a Water Savings Study to identify opportunities to reduce pressure on drinking water supplies and increase alternative water use in open spaces.

Upgraded irrigation systems at Union St Gardens, Princes Gardens, Argo Reserve, Toorak Park and Ferrie Oval.

Installed a drinking fountain with dog bowl at Brookville Gardens in Toorak which is also helping to passively irrigate surrounding trees with its overflow.

Installed new drinking fountains at Winifred Reserve, the Urban Forest, Princes Gardens, Brookville Gardens and Toorak Park.

Spotlight on:

Saving water

With climate change impacting drinking water supplies, we have been progressively upgrading buildings, facilities and infrastructure to reduce potable water use and increase use of alternatives such as rainwater and stormwater.

Some of the key initiatives we've focused on have included upgrading our irrigation systems to use water more efficiently and a recently completed Water Savings Study. This study helped us identify options to increase alternative water use, including using water from Gardiners Creek, which has the added benefit of reducing flooding impacts and supporting a healthier waterway.

Focus for 2021-22:

Finalise our Integrated Water Management Plan.



PRIORITY AREA 04

Urban environment

Key achievements



Planted 1,384 trees and 28,239 plants

Planted 1,384 trees and 28,239 plants in Stonnington streets, gardens, parks and reserves.



Stonnington residents participated in the City Nature Challenge 2021

Adopted the Gardiners Creek (KooyongKoot) Masterplan, outlining a vision to transform the Gardiners Creek corridor.

Removed woody weeds along Gardiners Creek to reintroduce native trees.

286 Stonnington residents participated in the Aussie Backyard Bird Count, recording 7,562 observations and 69 bird species.



286 Stonnington residents participated in the Aussie Backyard Bird Count

125 Stonnington residents participated in the City Nature Challenge 2021, recording 406 observations of 193 species.

Supported community volunteer groups through running biodiversity working bees at the Glen Iris Wetlands, Urban Forest and along the Yarra River.

Installed 'Lost Lands Found' at Central Park. This ecological, artistic educational installation project aims to help build community understanding of local species and Indigenous ecological history.



Planted 175,000 plants and trees since 2018, and well on track to meet our target of 250,000 by 2023.

Spotlight on:

Community biodiversity working bees

Recognising an increasing community interest in connecting with local nature and helping to enhance biodiversity in Stonnington, we have been supporting local working bees in some of our key biodiversity hotspots: the Urban Forest, Glen Iris Wetlands and along the Yarra River.

During the challenges of COVID-19, these working bees have also provided a great opportunity for our community to safely come together, get to know each other and spend some time in nature.

Focus for 2021-22:

Begin implementation of the Gardiners Creek (KooyongKoot) Masterplan.



PRIORITY AREA 05

Education, engagement and collaboration

Key achievements



Delivered 26 environmental events to 2,317 attendees

Delivered our first Environmental Champions program with 25 passionate residents.

Installed interpretive signage along the Yarra River to educate the community about biodiversity, climate change and Traditional Owner knowledge.

Launched the Nature Play Handbook to integrate nature-based play into children's educational development.



Launched our new My Smart Garden program with 232 households

Began offering Environmental Upgrade Finance to support local businesses make sustainable upgrades to buildings.

Delivered 26 environmental events to 2,317 attendees including online sustainable living sessions, a panel discussion on self-sufficiency, working bees and community consultation discussions.



Began offering Environmental Upgrade Finance for local businesses

Launched our new My Smart Garden program with 232 households, a free sustainable gardening program to help residents grow food and transform their outdoor space.

Collaborated with eight neighbouring councils to deliver online sustainable living webinars during lockdowns, 54 webinars were delivered with 2,008 attendees.

Spotlight on:

Local Environmental Champions

Our inaugural Environmental Champions program supported 25 enthusiastic local community members.

The 12 week program offered training and support to build participants' confidence, skills and knowledge to become local environmental leaders and create positive change in our community through developing and delivering local projects.

One of the many projects included the creation of 'Rewilding Stonnington', which involves planting nature strips with indigenous species to improve biodiversity in the city.

The program also saw the creation of the sustainability event, 'Regenerating Kooyongkoot' which took place in March 2021 as part of NGV Melbourne Design Week.

Focus for 2021-22:

Continue to develop partnerships to maximise our reach and engage our community on climate action.



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City of
STONNINGTON

8.10 Yarra Integrated Water Management Plan

Manager Open Space & Environment: Simon Holloway

Director Environment & Infrastructure: Rick Kwasek

Linkage to Council Plan

Community: An inclusive City that enhances the health and wellbeing of all residents, where people can feel safe, socially connected and engaged.

C1 Enhance community health and wellbeing outcomes through quality service delivery and strategic partnerships.

Environment: A cleaner, safer and better environment for current and future generations to enjoy.

E2 Maximise efficiency of water use and improve water quality entering waterways.

Liveability: The most desirable place to live, work and visit.

L6 Maintain Council's infrastructure and assets essential for the sustainable operation of the City.

Purpose of Report

To seek Council endorsement of the Yarra Catchment Integrated Water Management Plan.

Officer Recommendation

That Council ENDORSE the Yarra Catchment Integrated Water Management Plan (refer Attachment 1).

Executive Summary

1. Integrated Water Management (IWM) is a collaborative approach to planning and managing all elements of the water cycle.
2. IWM Forums across the state bring together key partners at the catchment-scale to support collaborative water opportunities.
3. Each of these Forums has developed a Catchment Scale IWM Plan.

Background

1. Integrated Water Management (IWM) Forums have been established across Victoria to identify, prioritise and oversee the implementation of collaborative water opportunities. They bring together all organisations with an interest in the water cycle, recognising that each has a role to play in its management. Each Forum has a Strategic Direction Statement (SDS), outlining the regional context, shared vision and water-related outcomes for each of the Forum areas.
2. There are five Forums within metropolitan Melbourne, with the City of Stonnington part of the Yarra IWM Forum.
3. Catchment Scale IWM Plans have been developed for each metropolitan Forum to guide collaborative strategic investment in each of the Forum catchment areas, aligned with

the SDS.

4. The Catchment Scale IWM Plans build on and link with the existing strategies and plans of the IWM Forum partners, including Melbourne Water's Healthy Waterways Strategy, Traditional Owner Country Plans, Council Plans and Local Government IWM Plans.
5. The development of the Catchment Scale IWM Plans has been led by DELWP in conjunction with an appointed lead consultancy, E2Design Lab, and its consortium of expert advisors.
6. The plans and their collaborative development approach are the first of their kind, highlighting Melbourne as a world leader in IWM.
7. The Yarra Catchment IWM Plan includes an overarching vision for the catchment and seven strategic outcomes aligned with the Yarra IWM Forum SDS. These strategic outcomes are broken down into indicators, each with accompanying measures to assess, monitor and stimulate progress towards the strategic outcomes. Targets have been set for 2030 and 2050 future desired states. Most targets are at a catchment level; however, several are at the local government area level.

Key Issues and Discussion

8. Council Officers recommend endorsing the Yarra Catchment IWM Plan.
9. The plan responds to key challenges of climate change and population growth, focusing on building organisational capacity, increasing the volume of alternative water used to secure future water supplies, cooling communities and flood mitigation.
10. Many of the strategic outcomes in the Yarra Catchment IWM Plan are directly relevant to the Council as they relate to local water management and the ways in which water provides multiple community and environmental and ecological benefits.
11. The plan includes three Stonnington-specific targets. Officers have been working with DELWP to increase two of these targets due to work recently completed that identified opportunities to reduce potable water use for open space irrigation and increase alternative water use. See Attachment 2.
12. Increasing these targets demonstrates Council's commitment to IWM and ongoing work to ensure integrated water management and maximise sustainable water use.
13. Following endorsement of the plan, the Yarra IWM Forum will develop a roadmap of actions and a monitoring, valuation, reporting and improvement program.

Governance Compliance

Policy Implications

14. The strategic outcomes in the Yarra Catchment IWM Plan are linked to objectives outlined in Council's *Sustainable Environment Strategy 2018-2023* including 'increase the collection and use of non-potable water' and 'improve the health of local waterways'
15. The Yarra Catchment IWM Plan will inform the development of Council's own IWM plan.

Financial and Resource Implications

16. No financial contribution is required for the endorsement of the Yarra Catchment IWM Plan.
17. Future long-term resourcing and financial commitment to achieve the objectives of the Yarra Catchment IWM Plan, together with local water management objectives, will be subject to Council's annual budget process.
18. It is likely that state government grant funding will be available to support the plan's implementation, following the development of an action plan.

Conflicts of Interest Disclosure

19. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

20. There are no legal / risk implications relevant to this report.

Environmental Implications

21. The Yarra Catchment IWM Plan aligns with integrated water management objectives outlined in Council's *Sustainable Environment Strategy 2018-2023*. The Yarra Catchment IWM Plan will inform the development of Council's own IWM plan.

Community Consultation

22. The development of the Yarra Catchment IWM Plan has involved a collaborative process with all key organisations with an interest in the water cycle in the catchment, including councils, water authorities and Traditional Owners.

Human Rights Consideration

23. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

1. Yarra Integrated Water Management Plan Summary [8.10.1 - 23 pages]

Yarra Catchment Integrated Water Management Plan

Targets Driving Outcomes



Summary
July 2021



DRAFT

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

- Banyule City Council**
- Boroondara City Council**
- Bunurong Land Council Aboriginal Corporation**
- Cardinia Shire Council**
- City of Melbourne**
- City of Port Phillip**
- City of Whittlesea**
- City of Yarra**
- Greater Western Water (previously City West Water and Western Water)**
- Darebin City Council**
- Department of Environment, Land, Water and Planning, State Government of Victoria**
- Glen Eira City Council**
- Hume City Council**
- Manningham City Council**
- Maroondah City Council**
- Melbourne Water Corporation**
- Mitchell Shire Council**
- Monash City Council**
- Moreland City Council**
- Nillumbik Shire Council**
- Port Phillip and Westernport Catchment Management Authority (Melbourne Water from 2022)**
- South East Water Corporation**

- Southern Rural Water Corporation**
- Stonnington City Council**
- Victorian Planning Authority**
- Whitehorse City Council**
- Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation**
- Yarra Ranges Council**
- Yarra Valley Water**

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 Yarra 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 Yarra IWM Forum is grateful to the Yarra 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 Yarra Catchment covers the traditional lands of the Kulin Nation. The Yarra 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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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 Yarra 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.

Melbourne suburbs as seen from Crenvada Reservoir. Photographer: Chris Kopa. Courtesy: Melbourne Water.

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.



Photographer: Chris Kapa. 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 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.

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 Yarra 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

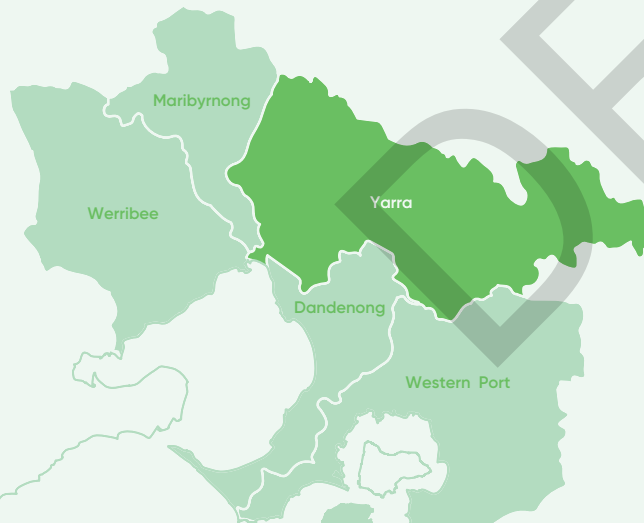
a bold step-change in the way we manage water. The journey to meet our 2050 targets is uncharted and will require ongoing commitment, collaboration and innovation to deliver landmark outcomes for the Yarra Catchment and the communities it supports. Our 2030 targets set us on the trajectory to achieve our strategic outcomes and recognise the opportunities that can be delivered in the short-term.

Introducing the catchment

The Yarra Catchment is a richly diverse geographic area encompassing some of Victoria's most iconic landscapes and waterways.

Magnificent old growth woodlands, lush rainforests and protected riverine environments meet fertile agricultural lands and populous cities throughout this vast region, which extends to the Great Dividing Range in the north. The Catchment encompasses Victoria's capital, Melbourne, the economic and employment hub of the state. It is home to one of Australia's most iconic and culturally significant waterways, the Yarra

River, which flows from its near natural upper reaches in the forested Yarra Ranges down to Port Phillip Bay. The Yarra Forum Area will continue to experience substantial population and economic growth in the coming years. The preservation and management of the catchment's landscapes will have a positive impact on the region's world-renowned liveability and the long-term health and security of its waterways.



Adapting to the new normal

In the Yarra 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 Yarra Catchment is home to one-third of Victoria's population, or approximately 1.8 million people. The Catchment's population is predicted to reach 3.13 million by 2050.² Substantial urban and greenfield growth will occur here in the next two decades. Expanding satellite cities at Parkville, La Trobe and Monash will soon support more residents and provide employment opportunities for tens of thousands of people. Key planned regeneration projects in the central business district and Fishermans Bend will also increase local populations and change land uses. The densification of inner Melbourne and middle ring suburbs, coupled with rapid growth through outer Catchment areas, including Craigieburn, Kalkallo, Wallan and Lilydale, highlights the need for integrated catchment planning and management to maintain and improve liveability for community well-being and economic prosperity. Hume, Mitchell and Melbourne are some of the fastest growing municipalities in Australia, all with populations currently growing at more than 4% per year.

POPULATION GROWTH

1,800,000 2016
3,130,000 BY 2050



Climate change

Rainfall in the Yarra Catchment varies significantly, with total annual rainfall in the east of the catchment being more than double that of its western bounds. The future climate will be hotter and drier, with lower rainfall expected to reduce inflows to reservoirs and decrease river flows, placing further strain on our current water supplies.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. These changes, combined with increased development and growing populations, will place more pressure on water services and watersheds in the Catchment.

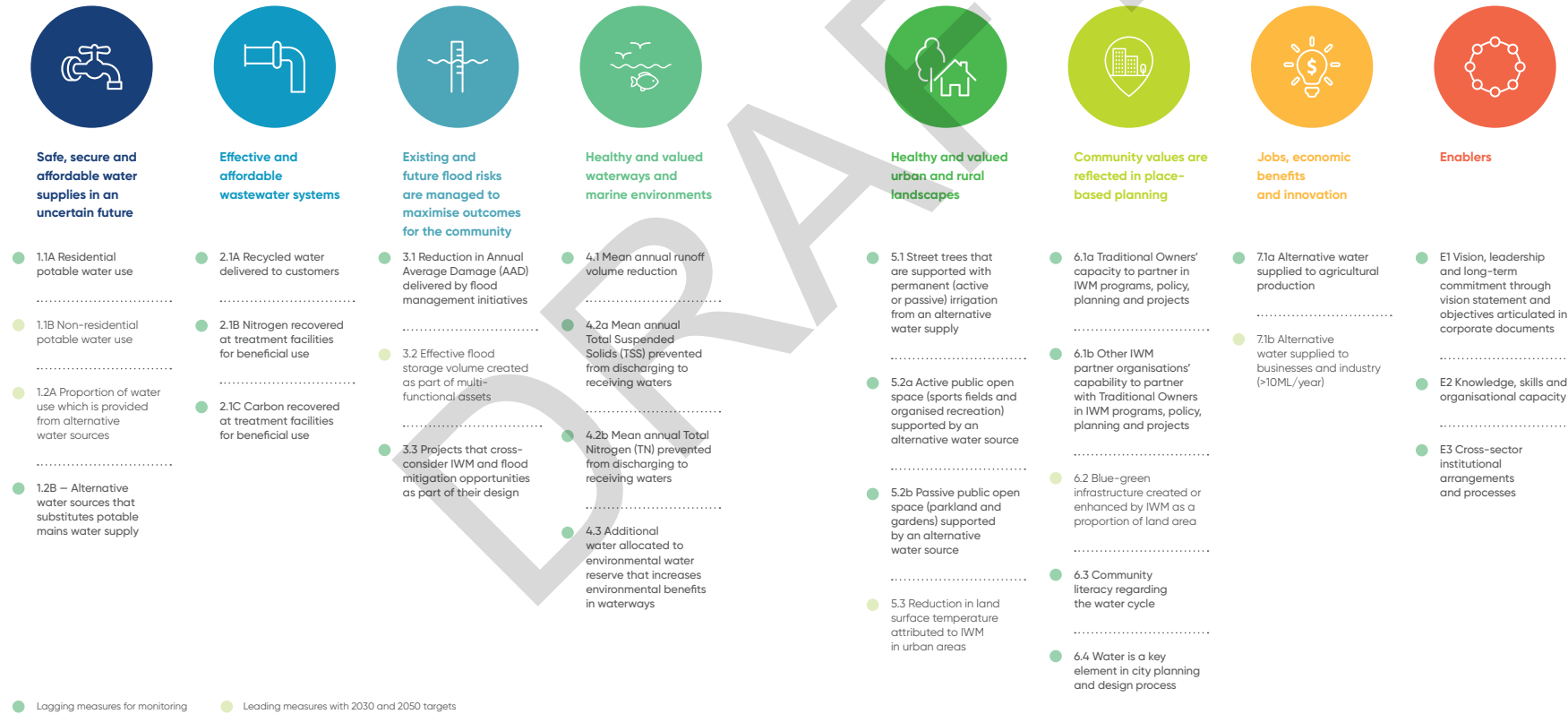
By 2040, temperatures across the Greater Melbourne Metropolitan Region are expected to rise by an average of 1.3°C under a medium climate change scenario.⁴ The risk of fire in forests and grasslands will remain high under these conditions posing a serious threat to the Catchment's communities, infrastructure 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.

Making progress

Catchment Vision

Working together, Yarra is a world-leading water sensitive Catchment and our communities are healthy and thriving. We honour the land and the water of the Birrarung and its tributaries as the lifeblood of the Catchment.

Measures



The vision and strategic outcomes for the Catchment were collaboratively developed by the Forum and described in the **Yarra 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 of 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.



Strategic Outcome 1

Safe, secure and affordable water supplies in an uncertain future

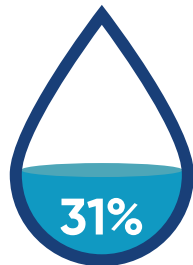
The safety, security and affordability of our water supply can be improved by reducing the demand on our potable water resources. Making the best use of alternative water resources, such as rainwater, stormwater and recycled water can help us reduce our reliance on declining potable water supplies. The 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 Yarra Catchment is of crucial importance to the Greater Metropolitan region in terms of potable water supply. The Yarra River's near natural upper reaches in the mountain ash forests of the Yarra Ranges provides more than 70% of the City's drinking water. The catchment contains several major reservoirs, including Upper Yarra, Yan Yean, Maroondah and Sugarloaf.

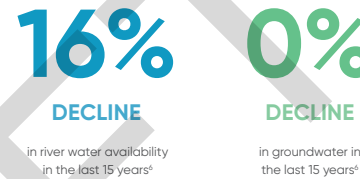
Potable water supplies in the catchment, and for the broader region it services, are expected to decline in the future as decreasing rainfall and drier landscapes act to reduce the inflows to reservoirs from the water supply catchments. Modelling of the Melbourne water supply system shows that shortfalls in potable water supply could occur as early as 2028 if actions are not taken now to either reduce demand or increase supplies.⁵



increase in potable water use in the catchment expected by 2050²



Potential shortfall in the Melbourne Water system by 2050 under a high climate change and high population growth scenario²

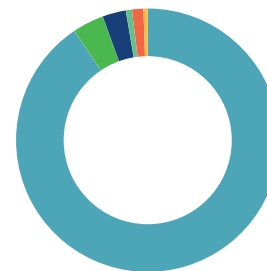
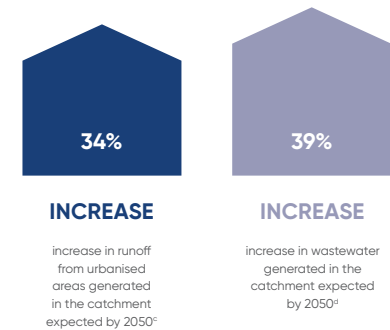


River water and groundwater

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 bulk 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.



Current mix of water used in the catchment

Water Type	Megalitre/Year
Potable Water	157,214
River Water	6,704
Groundwater	5,014
Recycled Water	1,294
Rainwater	2,437
Stormwater	888

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. <i>Note: Calculation method differs to Target 155 monitoring - see footnote 'e'</i>	Catchment	175 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 day*	To be defined by Water for Life: Greater Melbourne Urban Water Systems Strategy		
1.1b. Non-residential potable water use	Catchment	43 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	2.7 %	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	5 Gigalitres/year	14 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 either the Western Treatment Plant or the Eastern Treatment Plant, both managed by Melbourne Water. However, there are also local wastewater treatment plants at Brushy Creek, Lilydale, Craigieburn, Upper Yarra, Healesville, Monbulk, Wallan, Whittlesea and Aurora which are managed by Yarra Valley Water.



6 GIGALITRES

Treated wastewater produced annually in the catchment which could be recycled, and which will otherwise be released to the environment!

A growing resource

As the population in the catchment grows, so too will wastewater generation. In the Yarra Catchment, the wastewater resource is predominantly transferred out of the catchment to the Western and Eastern Treatment Plants. Nevertheless, there are opportunities to intercept and harness wastewater within the catchment, particularly wastewater already managed at local treatment plants. A new treatment plant is planned in Wollert to treat wastewater from the growing northern suburbs.





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

N

2%
NITROGEN

from the catchment's wastewater is recovered and used beneficially.⁹

C

0%
CARBON

from the catchment's wastewater is recovered and used beneficially.⁹

Harnessing resources and avoiding waste

The local treatment plants currently release treated wastewater (at least irregularly) to waterways that ultimately flow to Port Phillip Bay. 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	1.3 Gigalitres /year	6 Gigalitres /year	–	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	2 %	–	–	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	0 %	–	–	
	Region	17 %	–	67 %	



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.

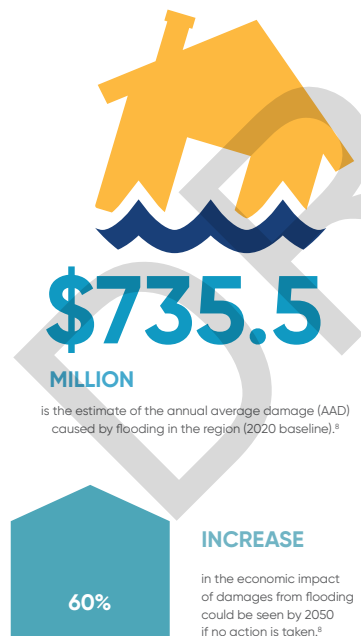
The case for change

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. 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.

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.



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	\$10 million ¹	–	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 ¹	\$408 million	
3.2 Effective flood storage volume created as part of multi-functional assets.	Catchment	10,000 m ³	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 m ³			
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 %	

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

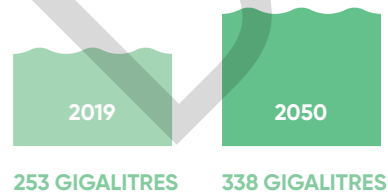
The Yarra Catchment contains an array of significant and biologically diverse waterways ranging from expansive rivers with variable flows to small ephemeral creeks and streams. All major waterways in the Catchment eventually join the Yarra River, one of Australia's most iconic and culturally significant waterways, which became the first in Australia to be legally recognised as a living entity under the Yarra River Protection Act 2017. The Yarra River flows from its near natural upper reaches at Mt Baw Baw in the Yarra Ranges throughout the catchment to Port Phillip Bay, which is a treasured centrepiece for the Region. Other notable waterways in the Catchment include the O'Shannassy River, Little Yarra River, Woori Yallock Creek, Watts River, Plenty River, as well as the Merri Creek and Darebin Creek.



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 Yarra Catchment is becoming increasingly urbanised, changing the volume, location and timing of runoff entering waterways.

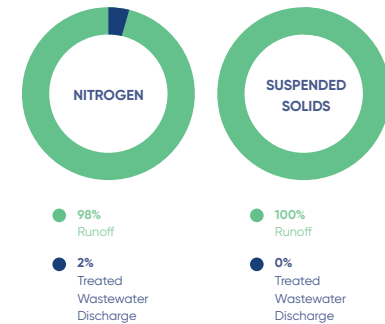


Runoff generated from urban areas in the catchment in excess of that which would runoff a natural landscape, which, if not retained or harvested, is drained to receiving environments.⁹

Changes in water quality

Poor or declining water quality in our waterways and bays has long been recognised as an issue in the region.⁸ 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.

Increases to nitrogen levels in Port Phillip Bay could increase the risk of algal blooms or over-stimulate the growth of other marine plants. In the Yarra Catchment, most of the pollutants entering the environment arise from runoff.



Proportion of pollutants released to the environment in the Catchment.¹¹

Environmental flows in waterways

Natural flow patterns in the Yarra River have been altered by bulk water supply extractions and irrigation diversions. This has resulted in a shortfall in flows for the environment. An IWM approach can support changes to catchment management and water supplies that will enable more water to be provided to the environment.



Current share of the flows in the Yarra for the environment.⁶

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	6 Gigalitres/year	21 Gigalitres/year	71 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.	Catchment	16,000 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. ⁴		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.	Catchment	937 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			



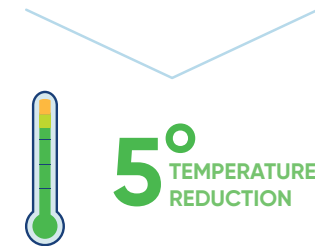
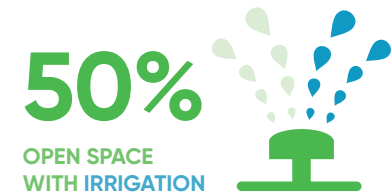
Strategic Outcome 5
Healthy and valued urban and rural landscapes

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.

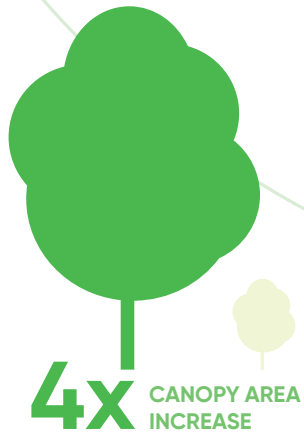
The case for change

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.¹⁵



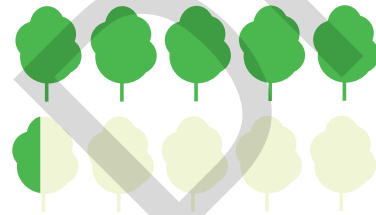
Canopy area increase when irrigation is provided to a street tree planted in typical conditions in urban Melbourne.¹⁶

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 Yarra Catchment has areas with high vulnerability to urban heat, in Whittlesea, Darebin and Moreland 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. Tree canopy cover in the north and west of the catchment is amongst the lowest in the region, with challenging growing conditions due to relatively low rainfall.¹² In the future, drier and hotter conditions are likely to make this need even greater. The east and southern areas of the catchment benefit from a significant urban forest, important to the leafy character of 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.



54% EXISTING TREES

Of existing trees across ten local government areas in Melbourne were found to be at risk under future climate conditions.¹³

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 %	8 %	21 %	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. ¹	Catchment	4 %	18 %	50 %	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. ¹	Catchment	0 %	2 %	30 %	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			



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 Victoria¹⁶ 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.

265x
MELBOURNE CRICKET GROUND



= 530 HECTARES

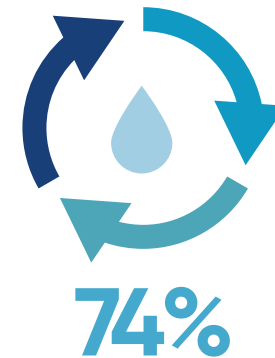
Of blue-green infrastructure has already been created or enhanced through IWM initiatives in the catchment.¹⁷

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.

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.¹⁸ 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.



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



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 ^a	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 ^a	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). ^a	Catchment	2.6	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. ^b	Catchment	0.20 %	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). ^b	Catchment	2.6	4	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). ^b	Catchment	2.5	4	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	

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.



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 pressure on resources. Supporting and enhancing agricultural production with alternative water supplies will be important for the resilience of our region.

Agriculture and viticulture are significant drivers of economic prosperity for the Yarra Catchment. The Yarra Valley's locally and internationally recognised fine food and wineries attract more than 4.5 million tourists each year.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 Yarra Catchment includes a major growth corridor in northeast Melbourne comprising several areas designated for significant population and economic growth. Three National Employment and Innovation Clusters (NEICs) are also located within the Yarra Forum Area. The Parkville NEIC currently employs more than 40,000 people through a range of education, research, health, professional and technical industries. The La Trobe Employment Cluster is anticipated to grow from 35,000 people and 25,700 jobs currently to 100,000 people and 80,000 jobs in the future. Jobs and economic growth will also continue at the Monash NEIC, which has Melbourne's largest concentration of jobs outside the central business district. The Monash NEIC currently supports 75,000 jobs and contributes \$9.4 billion to the Victorian economy. The level and pace of growth in these areas will place greater pressure on the Yarra Catchment's water systems and the security of supply to homes and businesses.²¹



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	0.04 Gigalitres /year	2 Gigalitres /year	7 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	67 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

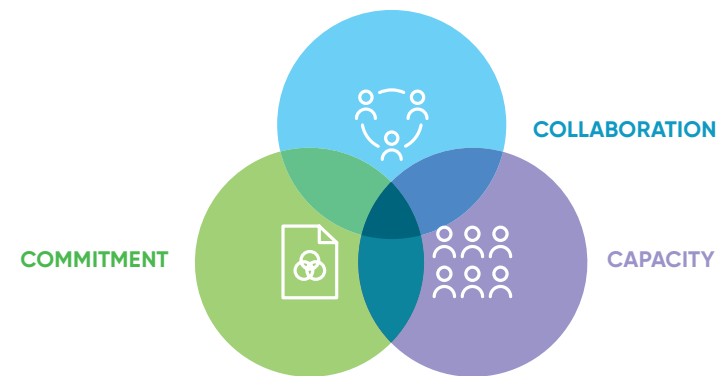
Strategic enablers represent a series of useful indicators and measures that are overarching to the success of the seven key strategic outcomes. Without these fundamental factors in place, the mainstreaming of IWM will remain challenging. This is in recognition of the fact that across Greater Metropolitan 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



A continued cross-organisational approach

The Forum brings together 29 organisations with an interest in water cycle management across the Yarra Catchment. To ensure IWM is successful and enduring across the Catchment, the Yarra 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 Yarra 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) ^P	Catchment	2.8	4	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) ^P	Catchment	2.8	4	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) ^P	Catchment	2.8	4	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, Yarra 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).

Glossary of terms

- 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.

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.

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



8.11 Roadside Dining Policy and Handbook

Manager Economic & Place Development: Georgie Birch
Director Planning & Place: Annaliese Battista

Linkage to Council Plan

Economy: A City that will grow its premier status as a vibrant, innovative and creative business community.

EC1 Develop long-term plans to ensure sustainability of Stonnington's activity centres.

EC4 Promote Stonnington's premier precincts, employment clusters and cultural assets as hubs for shopping, hospitality, entertainment and culture.

Liveability: The most desirable place to live, work and visit.

L4 Enhance the design outcomes of public spaces, places and buildings.

Purpose of Report

To seek approval for the Roadside Dining Policy and Handbook to allow businesses continued access to additional outdoor dining space, in response to the impacts of the COVID19 pandemic.

Officer Recommendation

That Council:

- 1. APPROVE the Roadside Dining Policy (refer Attachment 1), updated after consultation with the resident and business community, noting necessary amendments may be made from time to time;**
- 2. NOTE the Roadside Dining Handbook (refer Attachment 2), updated after benchmarking, noting necessary amendments may be made from time to time; and**
- 3. NOTE the Beatty Avenue community and business engagement.**

Executive Summary

1. Given ongoing business impacts of COVID-19 lockdowns, it is recommended that the roadside dining programs be continued to provide businesses with flexible use of additional outdoor space.
2. The Roadside Dining Policy and Handbook facilitate flexible options to best suit the varied needs of businesses in the uncertain environment, based on the level of desired investment and commitment, as well as to mitigate impacts on surrounding communities.
3. The Policy allows for the implementation of two programs: a 6-month summer temporary program and a 12-month '365' program to facilitate bespoke solutions on a year-round basis.

Background

4. A report to Council on 19 July 2021 detailed the positive findings of extensive community consultation about the roadside dining program.
5. At the meeting, Council approved:

- a) the extension of existing Roadside Dining permits to 30 November 2021 to allow Officers to fully develop the Council Roadside Dining Policy, with a view to the Policy being adopted prior to 30 November 2021, to provide permit holders with long-term certainty of their arrangements.
 - b) From 1 October 2021, charge fees as approved in the budget, and invoice businesses for costs associated with water barrier hire and related maintenance.
6. Council also noted:
- a) Officers would consult with residents in the vicinity of Greville Street, Prahran, and Beatty Avenue, Armadale, and would provide results of the consultation to Council.
7. College Lawn Hotel's roadside dining installation in Greville Street was removed in April. Officers have confirmed the business does not intend to re-enter the program. On this basis, no further consultation is planned. If the business changes its mind in the future, a consultation process will be undertaken.
8. The targeted engagement in relation to the Beatty Avenue summer road closure culminated in a successful neighbourhood meeting held on 17 August 2021. Councillors Batagol and Scott attended.

Key Issues and Discussion

9. In the context of ongoing uncertainty, fluctuating restrictions and continuing density quotients, Officers have developed a Roadside Dining Policy that will guide and facilitate the implementation of both a short- and longer-term program (refer **Attachment 1**).
10. The policy along with a Roadside Dining 'handbook' (refer **Attachment 2**) provide details about the opportunities for businesses, including:
 - a) A Summer program that provides access to a low-cost temporary treatment for businesses who may not have the cash flow to invest in more significant infrastructure, would like to commence immediately or would like to trial the program before making a long-term commitment.
 - b) A 365 Roadside program that provides a long-term opportunity for businesses who wish to invest and implement a bespoke design.
11. The policy and handbook will be supported by an operational framework, providing detailed technical guidance.

Governance Compliance

Policy Implications

12. The new Roadside Dining Policy has been prepared using the endorsed Governance policy template. As such, and if endorsed, it will represent Council's position in relation to roadside dining within Stonnington. No other policies are impacted by the creation of this policy.

Financial and Resource Implications

13. To date, the outdoor dining program has been delivered with the assistance of an initial \$500,000 from the State Government. Via a competitive process, Officers secured a further \$200,000 from the Victorian Government to cover additional costs.
14. There will be a need to add headcount to the workforce establishment to ensure the program is properly resourced on an ongoing basis. Due to the uncertain climate at the

end of 2020 and the rollout of the initial program after lockdown, this resourcing and funding was unbudgeted for the 2021/22 financial year.

15. However, the introduction of permit fees in the FY21/22 year was approved in the FY21/22 budget. The on charging of costs associated with barrier hire and maintenance will ensure that the costs of the program can be balanced against the advantages gained through greater trading seats/area.

Conflicts of Interest Disclosure

16. No Council Officers and/or contractors who have provided advice in relation to this report have declared a conflict of interest.

Legal / Risk Implications

17. Installation of infrastructure will be managed in accordance with permit conditions and approved traffic management plans. Businesses are required to have their own public liability insurance.

Environmental Implications

18. The City of Stonnington is committed to transitioning to a zero-carbon future, including reducing emissions for its own operations and supporting the community to reach zero net emissions as quickly as possible.
19. The proposed 365-Roadside dining program will likely require the use of outdoor heaters through the cooler/winter months. This will have an impact on businesses' LPG gas consumption and associated greenhouse gas emissions.
20. It is difficult to predict how many businesses will take up the opportunity for the 365-Roadside permit, however, preliminary estimations by Council Officers assume 20 businesses, which indicates that heater related emissions could be in the order of 27 tonnes CO₂-e for the four-month cooler/winter period, equivalent to 1.5 households per annum.
21. While outdoor gas heaters are not large emissions sources, Council encourages businesses to limit their use as much as possible.

Community Consultation

Purpose	The community engagement process for the first phase of outdoor dining was comprehensive and reported to Council on 7 June 2021. At the request of Councillors, further consultation was undertaken specifically for Beatty Avenue in August 2021.
IAP2 Goal	Consult
Exhibition period	Officers engaged with the community to evaluate the initial phase of the program in February and March 2021 Additional consultation for Beatty Avenue was undertaken August 2021.
Method	Online, intercept and phone (Council and independent) surveys. Additional consultation for Beatty Avenue was conducted as a virtual neighbourhood meeting.
Reach	1,180 survey responses The Beatty Avenue neighbourhood meeting was attended by approximately 30 people, with a mix of residents, traders, and Councillors.

Summary of feedback	Reported to Council on 7 June 2021 – report available in Docs on Tap.
Impact	Sought feedback and developed future programs to balance the needs and interests of both businesses and the community.

Human Rights Consideration

22. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

1. Roadside Dining Policy V4 [8.11.1 - 7 pages]
2. Draft Roadside Dining Handbook [8.11.2 - 16 pages]



City of Stonnington

Roadside Dining Policy

Version	DRAFT V4
Date	7 September 2021
Prepared For	City of Stonnington
Author	[Author by position description]

City of Stonnington

Roadside Dining Policy

Document History

Version	Date	Author	QA Review	Comments
DRAFT V1	03/08/21	CM		
DRAFT V2	17/08/21	CM		
DRAFT V3	02/09/21	GB		
DRAFT V4	07/09/21	CM		

Document Authorisation

City of Stonnington	
Owner (By Directorate)	
Date of Initial Adoption by Council	

1 Purpose

The Purpose of this Policy is:

- To facilitate and manage the use of public space to support local business, whilst balancing the broader needs of the community
- To provide certainty and guidance to businesses wishing to establish Roadside Dining areas
- To support businesses impacted by COVID-19 and encouraging economic activity
- To create a safe, accessible, vibrant and sustainable city for the community.

Stonnington City Council recognises the importance of local businesses to the Stonnington economy. During 2020, the City of Stonnington implemented an Extended Outdoor Dining (EOD) program to support businesses to keep operating during restrictions resulting from the COVID-19 pandemic.

2 Scope

The policy applies to all eligible business seeking to accommodate and serve patrons in the following trade areas:

- an on-street parking space immediately in front of business ('café parklet')
- a laneway or street where there is an existing intermittent closure.

2.1 Ineligible Streets

For safety reasons and vehicle access issues, streets with the following elements are not suitable to accommodate Roadside Dining:

- streets where the speed limit exceeds 50 km/h.
- car parking spaces with: blue restrictions (such as accessible parking spaces), red zones (such as No Stopping areas, Loading Zones, Truck Zones, Taxi Zones, Mail Zones) or green parking restrictions less than 1 hour.
- areas obstructing access for deliveries, essential and emergency vehicle access, access to commercial carparks and residential building carparks
- bus zones or adjacent to tram stops.
- clearways/tow-away zones
- protected cycle lanes
- streets with service/utility access panels or storm drains within the parking space, unless furniture is movable and no platforms are involved
- where a 3 metre width for through traffic cannot be maintained.
- within 1 metre of a fire hydrant or 3 metres from a post box.
- In car spaces, where Council deems it unsafe for the public.

3 Objectives

The objectives of this Policy are:

- To promote the most effective and appropriate use of street space to enhance social distancing, and help local food and hospitality establishments rebound in difficult economic times.
- To support the hospitality sector by enabling businesses to provide increased social distancing measures and a safer outdoor experience for customers.
- To enable expedited approvals of outdoor dining opportunities, enabling expanded outdoor seating capacity while maintaining physical distancing requirements.
- To prioritise the areas most impacted by COVID-19.

4 Definitions

Term	Definition
Amenity	The pleasant or satisfactory aspects of a location, which contribute to its overall character, and the enjoyment of residents or visitors. May include access to services and well-designed public spaces.
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.
Open Space	Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.
Parklet	A re-purposed car space/(s) to provide on road dining for exclusive use by a venue.
Public Realm	Incorporates all areas freely accessible to the public, including parks, plazas, streets and laneways.
Roadside Dining	To accommodate or serve patrons in a space or area of public roadway or parking space.

5 Policy Principles

City of Stonnington recognises the importance of balancing Roadside Dining as a means to enhance the vibrancy of our local community and support the sustainable growth of local businesses with Council's obligation to allow for pedestrian and vehicular movement in a safe and accessible manner.

5.1 Safety and amenity

Roadside dining should be designed to create an attractive, comfortable and safe ambience and should not compromise public amenity. The outdoor dining space should be non-invasive and respectful of city amenity. Safety features, well-designed and maintained furniture, and associated infrastructure are essential.

5.2 Equity of access

Commitment to ensuring equity of access for people of all ages and abilities is a fundamental principal of design and delivery. Roadside dining areas should ensure usability and inclusion of people of all ages and abilities, according to disability legislation and standards.

5.3 Pedestrian access

A well-designed and maintained outdoor dining space is essential to ensure adequate open space for people to enjoy, without obstructions on the street. Roadside dining should be integrated into the street in a way that does not compromise existing uses, building entrances, emergency access, and access for people with disability and pedestrian safety.

5.4 Vehicular access

The establishment of Roadside Dining must not compromise essential or emergency vehicle access or obstruct loading, construction zones and entrances to private buildings and carparks.

5.5 Attractive and high quality

Roadside dining should complement the unique character of Stonnington. The design and appearance of outdoor dining areas and furniture should be high quality, robust and structurally sound to be able to withstand prolonged exposure to various climatic conditions. All furniture should be stored inside building premises when not in use.

5.6 Environmental sustainability

The City of Stonnington is committed to immediate and urgent action to reduce our own emissions and those of the community and to prepare and adapt to the changing climate. Our Climate Emergency Action Plan outlines our pathway towards 2030 and a zero carbon future for our city. To lead action on climate change, Council will focus on a zero carbon future through electrifying the city and reducing energy use, supporting renewable energy, and facilitating sustainable transport modes.

Roadside Dining must be designed to complement and contribute to the realisation of Council objectives related to climate action and environmental sustainability.

6 Responsibilities

Party/parties	Roles and responsibilities	Timelines
Council	1. Champion the commitment and principles for public transparency through leadership, modelling practice and decision-making.	Ongoing
Business / Permit Holder	<ol style="list-style-type: none"> 1. Operate and manage Roadside dining space in accordance with any relevant legislation, permit conditions, guidelines and standards. 2. Provide a safe, clean and well-maintained outdoor dining area. 3. Maintain social amenity in residential areas. 4. Minimise unnecessary noise and nuisance. 5. Operate in accordance with the conditions of their VCGLR issued Liquor Licence (if applicable). 	Ongoing

6. Observe all local law provisions relating to outdoor dining, noise, responsible service of liquor, and health and amenity.
 7. Ensure patron behaviour does not interfere with the use or enjoyment of the area by other patrons, residents, visitors or members of the public.
-

7 Human Rights Charter

This policy has been reviewed against and complies with section 13 of the *Charter of Human Rights and Responsibilities Act 2006*, as this Policy aligns with and provides for the protection of an individual's right not to have their privacy unlawfully or arbitrarily interfered with. It is also in line with section 18, which recognises a person's right to participate in the conduct of public affairs.

8 Monitoring, Evaluation and Review

Council commits to monitoring processes, information sharing and decision making to understand the overall level of success in the Policy's implementation.

A periodic review of this policy will be undertaken to ensure any changes required to strengthen or update the policy are made annually.

Risk assessments of on-street dining applications will be carried out by the City of Stonnington during the approval process. Independent road safety audits will also be carried out as required.

All applications to extend into on-street parking spaces will be assessed on a case-by-case basis and considered against site-specific conditions and the relevant criteria.

This Policy recognises the value of ongoing education, training and compliance between permit holders and the City of Stonnington

In October 2020, the Minister for Planning introduced new planning exemptions (in clause 52.18) that enable existing pubs, restaurants, cafes, wineries and other food and drink venues to:

- use existing outdoor spaces, as well as nearby parks and public land, to accommodate and serve patrons without the need for a planning permit
- better plan and use their own land to accommodate patrons while still adhering to distancing guidelines by overriding some conditions of existing planning permits.

The exemptions also cover the construction of temporary buildings, the provision of car parking, and the sale and consumption of liquor subject to meeting some conditions the address potential off-site amenity impacts and other safety matters.

The exemptions will apply while Victoria remains under a State of Emergency, and for 12 months after the State of Emergency has been lifted.

At the expiry of these exemptions, permit holders must continue to comply with all relevant legislative and permit requirements.

Fees

Applicable fees for a Summer Roadside Dining Permit include a:

- Application fee payable at the time of lodgement of the application via Eservices
- Pro-rata (6 month) permit fee payable prior to the program's commencement.

Businesses will be invoiced for barrier hire and associated costs.

9 Related Policies and Legislation

Stonnington General Local Law 2018 (1)

Stonnington Footpath Trading & Awnings Policy

Stonnington Footpath Trading New Fees – Framework 2021

Amendment VC193 (amends clause 52.18 (State of emergency exemption) to support Victoria's social and economic recovery from the coronavirus (COVID-19) pandemic through temporary planning scheme and permit condition exemptions that enable outdoor dining and facilitate the reopening and safe operation of restaurants and other food and drink businesses.)

Road Safety Act, s99B (enables approval of non-road activities, including temporary outdoor dining on declared roads)

Stonnington Climate Emergency Action Plan – DRAFT 2021.

Any other relevant policy and/or legislation as may be applicable from time to time.

**ROADSIDE
DINING
HANDBOOK**



SEE OPPORTUNITY

GROWING BUSINESS TOGETHER

PURPOSE

This handbook has been created to provide clear direction and essential information to get started on your own roadside dining project.

Roadside dining provides opportunities to support and expand business and improve pedestrian activity and experience adjacent to your business. While we have included the typical scenarios and process, it is important to understand that each project is unique and may require a different level of effort.

City of Stonnington values your ideas and your willingness to contribute to your community. We look forward to working with you on your project.

Reference should be made to the Roadside Dining Policy and associated guidelines for more detailed information and guidance on the design and operation of Roadside Dining facilities.

For additional information, please call the City of Stonnington, Economic and Place Development team on 8290 1333, or email dining@stonnington.vic.gov.au

Not covered in this handbook:

- Footpath trading
- Extended footpath trading
- Road closures

We acknowledge this publication was prepared on the Traditional Lands of the Kulin Nations and pay our respect to their Elders past, present and emerging. We extend that respect to all Aboriginal and Torres Strait Islander peoples.

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4

**IMAGINE WHAT'S
POSSIBLE ON YOUR
STREET, AND USE
THIS HANDBOOK TO
MAKE IT HAPPEN**

LET'S DO THIS

City of Stonnington recognises the importance of local businesses to the Stonnington economy.

Stonnington's roadside dining program supports local businesses by extending and enhancing Council's existing outdoor dining opportunities.

This handbook provides applicants with a guide to ensure their spaces prioritise safety, reflect high-quality design, and enrich the streetscape.



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GOALS

**ACTIVATE
STREETS WITH
PEDESTRIAN
ACTIVITY**

**INCREASE
PUBLIC SPACES**

**IMPROVE
PEDESTRIAN
EXPERIENCE**

**PROMOTE THE
MOST EFFECTIVE
AND ATTRACTIVE
USE OF PUBLIC
OPEN SPACE**

**SUPPORT
BUSINESS IMPACTED
BY COVID-19**

**CELEBRATE
OUR CLIMATE AND
OUTDOOR CULTURE**

**ENCOURAGE
PEDESTRIAN
SAFETY**

**FOSTER
NEIGHBOURHOOD
INTERACTION**

**SUPPORT LOCAL
EMPLOYMENT
AND ECONOMY**

To achieve these goals, creative and innovative approaches to Roadside Dining that maintain the attractiveness and amenity of our public spaces are encouraged.

The City of Stonnington is committed to balancing opportunities for outdoor dining to support the sustainable operation and growth of local business, with the need to facilitate safe and accessible movement for all our residents, visitors and businesses, and to ensure that any amenity impacts that might result from increased activity are appropriately managed.

City of Stonnington Roadside Dining Handbook

7

**HIGH RES IMAGE
TO BE PROVIDED**



WHAT IS A PARKLET?

A parklet is a car parking space, or in some limited instances a part of a public road, that has been transformed into a place that the community can enjoy. A roadside dining permit will allow a business to establish a parklet.

Parklets:

- Support business by providing increased access to outdoor dining opportunities.
- Encourage people to spend more time enjoying our public realm.
- Activate our streets and transform them into places for people rather than cars.
- Add greenery which improves the look and feel of our streets.
- Create opportunities for people to spend time outside and meet new people, which can reduce the risk of social isolation and mental health problems.
- Allow more people to observe and participate in the life of the street, which can improve the overall feeling of safety in the neighbourhood.

**IMAGE OF PARKLET WITH
FIXED SEATING
TO BE PROVIDED**

Parklet with fixed seating



Business parklet with removable furniture

PERMIT OPTIONS

Businesses can apply for one of two types of roadside dining permits:

1. A **Summer Roadside Dining permit** will allow for the establishment of a parklet for a period of 6 months.
2. A **365 Roadside Dining permit** is a year round permit that is renewed in line with other Footpath Trading Permits. This program relies on the provisions provided in Amendment VC193 and is subject to this or other related legislation and its associated review/expiry.

Any parklet may only be erected and occupied on Council managed land if:

- A permit has been issued under City of Stonnington's General Local Law 2018 (1).
- The applicant has entered into an agreement with the Council in a form required by the Council.

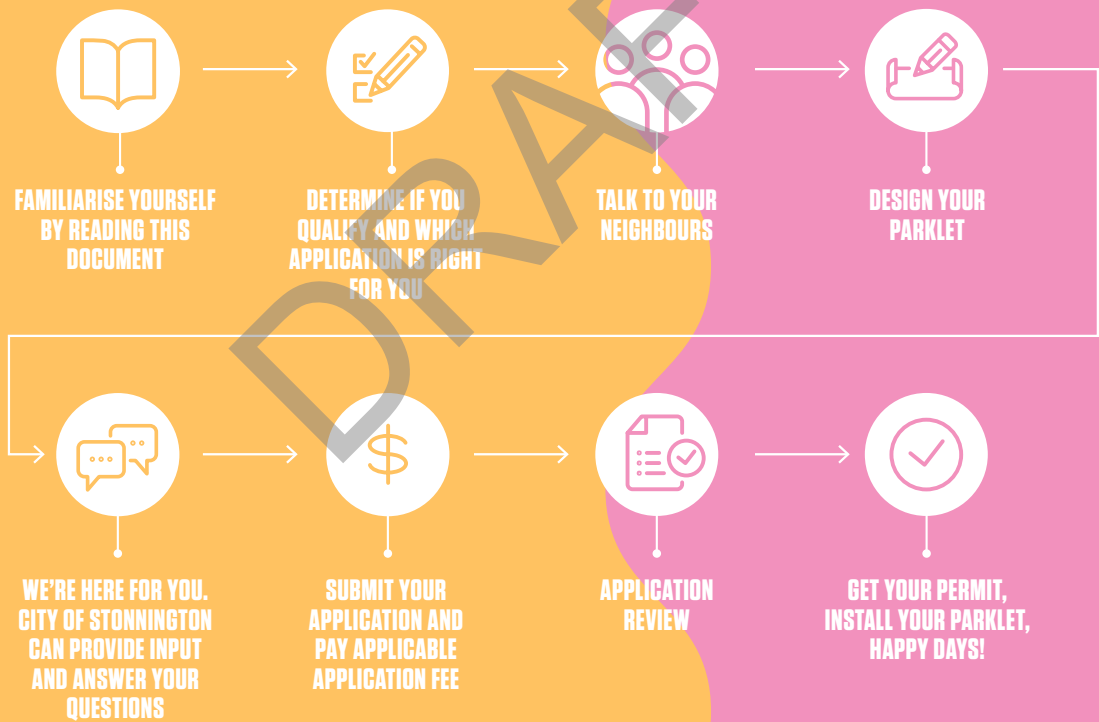
Amendment VC193

This amendment changes clause 52.18 (State of emergency exemption) to support Victoria's social and economic recovery from the coronavirus (COVID-19) pandemic through temporary planning scheme and permit condition exemptions that enable outdoor dining and facilitate the reopening and safe operation of restaurants and other food and drink businesses.

To find out more, visit: planning.vic.gov.au

PROCESS

Good design takes time and we want to work with you to ensure a high quality outcome. Your project design may have several rounds of review and revision.



SUMMER ROADSIDE DINING PROCESS

Expression of interest period: Businesses are invited to apply for a Parklet during the Expression of Interest period. Expressions of Interest for a parklet can be made online by visiting the City of Stonnington outdoor dining webpage at www.stonnington.vic.gov.au

Apply: Complete an online application form and submit it with supporting documentation.

Review process: Once the EOI period closes, Council will review your application within 15 working days. Applicants may be contacted to discuss aspects of their application or to seek further information. Should your application meet the criteria, Council will work with you to finalise Parklet designs to ensure compliance.

Permit issued: Once your application is approved, Council aims to issue your permit within 10 working days.

Installation: Council will contact you to arrange the installation of parklet infrastructure.

Invoicing: Invoices will be issued for barrier hire after installation.

Operation: As the permit holder, it is your responsibility to manage the parklet in accordance with the permit conditions.

Remove infrastructure: Council will work with you to remove the parklet infrastructure at the conclusion of the summer program.

365 ROADSIDE DINING PROCESS

Apply: Complete an online application form and submit it with supporting documentation.

Review process: Council will undertake an initial review of your application within 15 working days. After this, applicants may be contacted to discuss aspects of their application or to seek further information. Should your application meet the criteria, Council will work with you to finalise Parklet designs to ensure compliance.

Permit issued: Once your application is approved, Council aims to issue your permit within 10 working days.

Installation: Council will work with you to assist with facilitation of the installation of the parklet infrastructure. Traffic management/road occupation permits may be required.

Operation: As the permit holder, it is your responsibility to manage the parklet in accordance with the permit conditions.

Permit renewal: Renewal notices will be generated in line with the Footpath Trading Schedule annually.

IF YOUR BUSINESS CHANGES HANDS OR YOU NO LONGER WISH TO PARTICIPATE IN THE ROADSIDE DINING PROGRAM, PLEASE NOTIFY COUNCIL IN WRITING.

ELIGIBILITY CRITERIA

To apply for a parklet the business must operate at least 5 days per week.

A parklet must occupy at least one existing car parking space. A parklet may also occupy other space within a laneway or street where there is an existing intermittent closure.

A parklet will not be permitted in:

- streets where the speed limit exceeds 50 km/h.
- car parking spaces with: blue restrictions (such as accessible parking spaces), red zones (such as No Stopping areas, Loading Zones, Truck Zones, Taxi Zones, Mail Zones) or green parking restrictions less than 1 hour.
- areas providing access for deliveries, essential and emergency vehicle access, access to commercial carparks and residential building carparks.
- bus zones or adjacent to tram stops.
- clearways/tow-away zones.
- protected cycle lanes.
- car spaces where Council deems it unsafe for the public.

Applying

To apply for a Roadside Dining permit applicants must:

- Complete the application and sign the associated declaration.
- Pay an application fee.
- Hold Public Liability Insurance of \$20 million.
- Provide plans for the proposed parklet at an appropriate scale (1:100 or 1:200).
- Comply with any conditions required by the application form, as amended from time to time.

RELATIONSHIP TO OTHER DOCUMENTS

The following City of Stonnington documents are relevant to this policy:

- City of Stonnington Roadside Dining Policy 2021
- City of Stonnington General Local Law 2018 (1)
- City of Stonnington Footpath Trading & Awnings Policy
- City of Stonnington Footpath Trading New Fees – Framework 2021

All uses proposed in the roadway (public right-of-way) shall conform with City of Stonnington General Local Law 2018 (no 1). Additionally, all parklets should be designed to meet the intent of the design guidelines within the Roadside Dining Policy and this handbook and the relevant operational framework.

All projects within the public rights-of-way shall comply with the Disability Discrimination Act (1992) and current Road Management Act (2004) Standards and guidelines.

IMAGE TO BE PROVIDED

FEES

Applicable fees for a Summer Roadside Dining Permit include:

- An application fee payable at the time of lodgement of the application via Eservices.
- A pro-rata (6 month) permit fee payable prior to the program's commencement.

Businesses will be invoiced for barrier hire and associated costs.

Applicable fees for a 365 Roadside Dining Permit include an:

- Application fee payable at the time of lodgement of the application via Eservices.
- Annual permit fee.

Annual fees will be outlined in the Council Budget.

Fees are set through the annual Council budget process, or as varied by Council resolution. Please refer to the fee structure for further information.

An application fee is payable upon submission of the form. Failure to pay within the allocated time will result in a new application and a new application fee. Fees are payable to the Council.

Operators are required to reimburse Council for the cost of any restoration or repairs which are required as a result of the parklet and/or its associated activities. All repairs will be undertaken by approved Council contractors. A bond in advance may be required.

EXPIRY

Summer Roadside Dining permits will be issued for 6 months. This program is a pilot program and will be reviewed at the end of 2022.

A 365 Roadside Dining permit is a year round permit that is renewed in line with other Footpath & Trading Permits. This program will be reviewed prior to the expiration of Amendment VC193.

RESPONSIBILITIES

The permit holder must:

- Monitor and manage their parklet to ensure they are operating within the requirements as set out in this document and their permit.
- Operate in accordance with the conditions of any other Council issued permit for the business or premises and VCGLR issued Liquor Licence (if applicable).
- Observe all local law provisions relating to outdoor dining, noise, responsible service of liquor, and health and amenity.
- Ensure patron behaviour does not interfere with the use or enjoyment of the area by other patrons, residents, visitors or members of the public.

Discretion of Council

Council reserves the right to make adjustments to permits or revoke a permit at its discretion.

National Relay Service

If you are deaf, or have a hearing impairment or speech impairment, contact us through the National Relay Service.

TTY users, phone 13 36 77
then ask for 8290 1333.

–

Speak and Listen users, phone 1300 555 727
then ask for 8290 1333.

–

Internet relay users, connect to the NRS
then ask for 8290 1333.

–

Community languages

Translated information about our services is available by clicking on your language below.

Mandarin – 普通話 – 9280 0730

Cantonese – 廣東話 – 9280 0731

Greek – Ελληνικά – 9280 0732

Italian – Italiano – 9280 0733

Polish – Polski – 9280 0734

Russian – Русский – 9280 0735

Indonesian – Bahasa Indonesia – 9280 0737

Vietnamese – Tiếng Việt – 9280 0748

Other languages – 9280 0736



SEE OPPORTUNITY

GROWING BUSINESS TOGETHER

8.12 State Government Planning Reforms - Council Advocacy

Annaliese Battista: Director Planning & Place

Linkage to Council Plan

Stewardship: Council will strive for excellence, ensuring that it has the capacity to deliver timely and efficient services to meet community needs and continually improve standards of service delivery.

- S1** The City's capacity to deliver the objectives of the Council Plan is based on our service culture, people, good governance, business systems and technology, asset and risk management and responsible financial planning.

Purpose of Report

To provide Council with a high-level overview of the State Government's planning reform agenda and recommend Council advocate on behalf of the Stonnington community.

Officer Recommendation

That Council:

1. ***NOTE the Victorian Government has made a number of changes to the planning system in the last 18 months which have reduced the community's third-party public notice and appeal rights and Council's role as responsible planning authority.***
2. ***NOTE the Victorian Government is currently considering further significant planning reform through the Planning Reform Program 2020-2024.***
3. ***ADVOCATE to the Victorian Government for the Stonnington community to retain its right to influence local planning outcomes through:***
 - a) ***consultation with community and Council on any reform proposals occurring before reforms are considered or introduced.***
 - b) ***the community's voice remaining central in planning decisions.***
 - c) ***strong community consultation remaining a core process to inform major planning decisions.***
 - d) ***retaining a transparent planning system that strengthens local neighbourhoods and economies.***
4. ***ADVOCATE to the Minister for Planning that:***
 - a) ***full consultation with Council and the community takes place prior to consideration of any planning reforms.***
 - b) ***ensure appropriate time is provided for feedback, including consideration of council meeting cycles.***
5. ***WRITE to the Municipal Association of Victoria (MAV) and the Victorian Local Governance Association (VLGA) to advocate on behalf of all Victorian Councils about the Planning Reform Program.***

6. **WRITE to the Minister for Planning and the Shadow Minister for Planning to outline Council's position.**
7. **AUTHORISE the CEO or their delegate to collaborate with other Councils on a shared advocacy position on the Planning Reform Program.**
8. **REQUESTS a Report to Council within one month with an update and advice on any further action Council can take to advocate effectively on this matter.**

Executive Summary

1. This report outlines the urgent need for Council to advocate to the Victorian Government on behalf of the City of Stonnington community to ensure the voice of the community is actively sought, considered and reflected in any changes to the State and Local Government planning system being proposed as part of the Planning Reform Program 2020-24.

Background

2. Since the 2019 Red Tape Commissioner's Planning and Building Approvals Process Review, the Victorian Government has pursued an agenda of streamlining and speeding up planning and building processes within Local and State Government planning system.
3. In May 2021, the Victorian Government publicly launched a \$100 million Planning Reform Program, with five focus areas, namely:
 - Updated and simplified planning rules
 - Planning for major projects
 - Planning for communities and precincts
 - Prioritising infrastructure Victorians need
 - Partnering with local Councils
4. It is vital that any changes to the State and Local Government planning system are driven, informed by and reflective of, the community's needs and aspirations.
5. The voice of the community is formally represented by its elected Council members. It is therefore incumbent on the State Government to engage with Councils at every stage of the Planning Reform Program.

Key Issues and Discussion

6. Since the public launch of the Planning Reform Program in May 2021, the Victorian Government has provided limited detail to Councils and the communities they represent about the proposed changes.
7. Notwithstanding this, Victorian Councils, including the City of Stonnington, have cooperated with the Department of Environment, Land, Water and Planning's (DELWP) request for Council records and data to support the Planning Reform Program.
8. To date, there has been very little meaningful engagement with Councils and the community about the proposed changes, despite DELWP foreshadowing there are likely to be impacts on planning zones, overlays, and other local planning controls that fundamentally shape the identity of local communities.
9. It is understood the proposed reforms could include further changes to third party appeal rights and/or minimisation of consultation processes to speed up planning applications, which will further erode the community's ability to shape local planning decisions.

10. It is recommended that the Council commence formal advocacy on behalf of the Stonnington community, to ensure that the community voice is central to any proposed changes to local planning controls.

Governance Compliance

Policy Implications

11. The policy implications of this report are unknown at this stage. Further detail on the State Government's Planning Reform Program is needed to properly assess the impacts on Council's Policies.

Financial and Resource Implications

12. There are no financial and resource implications associated with this report.

Conflicts of Interest Disclosure

13. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

14. There are no legal / risk implications relevant to this report.

Environmental Implications

15. There are no environmental implications relevant to this report.

Community Consultation

16. There was no ability to conduct meaningful community consultation on this Report and recommendations, given the short turnaround. However, consultation implemented in the development of the City of Stonnington Community Vision and Council Plan throughout 2020 and 2021 demonstrates very clearly that a major priority for the Stonnington community is the preservation of neighbourhood character and a desire to manage population growth responsibly.

Human Rights Consideration

17. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

Nil

8.13 Instrument of Delegation from Council to Chief Executive Officer (S 5)

Senior Governance Advisor: Tony McIlroy

Chief of Staff: Tracey Limpens

Linkage to Council Plan

Stewardship: Council will strive for excellence, ensuring that it has the capacity to deliver timely and efficient services to meet community needs and continually improve standards of service delivery.

S1 The City's capacity to deliver the objectives of the Council Plan is based on our service culture, people, good governance, business systems and technology, asset and risk management and responsible financial planning.

Purpose of Report

The purpose of this report is to recommend that Council approve a new Instrument of Delegation from the Council to the Chief Executive Officer (CEO).

Officer Recommendation

That the Council:

1. **RESOLVE to exercise the power conferred by s 11 (1)(b) of the Local Government Act 2020 (the Act) that:**
 - a. **there be delegated to the person holding the position, or acting in or performing the duties, of Chief Executive Officer the powers, duties and functions set out in the attached Instrument of Delegation to the Chief Executive Officer, subject to the conditions and limitations specified in that Instrument.**
 - b. **the Instrument comes into force immediately the common seal of Council is affixed to the Instrument.**
 - c. **on the coming into force of the Instrument the previous Instrument of Delegation to the Chief Executive Officer that was executed on 6 July 2020 is revoked.**
 - d. **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.**

Background

1. The current delegation from the Council to the CEO was approved 6 July 2020, partly to reflect the State of Emergency which had been declared pursuant to the *Public Health and Wellbeing Act* 2008. The delegation also provided for situations where a state of disaster had been declared under the *Emergency Management Act* 1986.

2. Delegations are essential to enable Council staff to carry out operational duties particularly in areas which involve enforcement, such as town planning, local laws, environmental health, animal management and parking control.
3. The proposed delegation (Refer Attachment 1):
 - a) is based on a document prepared by Council's solicitors and is similar to that used by many Victorian municipalities.
 - b) includes some updated provisions by:
 1. replacing the term "special committee" (the term in the *Local Government Act* 1989) with the term "delegated committee" in accordance with the *Local Government Act* 2020;
 2. replacing the reference to the "MFB" with the term "Fire Rescue Victoria" as a result of the introduction of the *Fire Rescue Act* 1958;
 3. emphasising that in relation to the CEO's power to award contracts, the maximum contract value of \$1 million includes GST; and
 - c) revokes the delegation approved on 6 July 2020.
4. Aside from these amendments (3b), the delegation is unchanged from the one approved by Council 6 July 2020.
5. In addition, section 11(7) of the *Local Government Act* 2020 provides that all Council delegations must be reviewed with 12 months of a general election.
6. The City of Stonington CEO instrument of delegation is comparable to inner city municipalities (Attachment 2).
7. Accordingly, it is recommended that Council revoke the existing delegation and approve a new delegation to the CEO.

Governance Compliance

Policy Implications

There are no policy implications associated with this report.

Financial and Resource Implications

The financial and resource implications associated with this report is that there is a requirement for a dollar threshold on the Chief Executive's power to award contracts.

Conflicts of Interest Disclosure

No Council Officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

There are no legal / risk implications relevant to this report.

Stakeholder Consultation

There was no requirement for external stakeholder consultation in this proposal.

Human Rights Consideration

Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

1. S5 Council to CEO Marked up Attachment MK 1 [8.13.1 - 4 pages]



Maddocks

Maddocks Delegations and Authorisations

S5 Instrument of Delegation to Chief Executive Officer

Stonnington City Council

Instrument of Delegation

to

The Chief Executive Officer



Maddocks

Instrument of Delegation

In exercise of the power conferred by section 11(1) of the *Local Government Act 2020* (the Act) and all other powers enabling it, the **Stonnington City Council** (Council) delegates to the member of Council staff holding, acting in or performing the position of Chief Executive Officer, the powers, duties and functions set out in the Schedule to this Instrument of Delegation,

AND declares that:

1. this Instrument of Delegation is authorised by a resolution of Council passed on **6 September 2021**;
2. the delegation:
 - 2.1 comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
 - 2.2 is subject to any conditions and limitations set out in the Schedule;
 - 2.3 must be exercised in accordance with any guidelines or policies which Council from time to time adopts;
 - 2.4 remains in force until Council resolves to vary or revoke it; and
 - 2.5 revokes the previous delegation dated 6 July 2020 to the Chief Executive Officer.

THE COMMON SEAL OF THE)
STONNINGTON CITY COUNCIL)
 was hereunto affixed in the presence of:)
)
)
 _____)
Cr Kate Hely)
Mayor)
)
)
 _____)
Director)



Maddocks

SCHEDULE

The power to:

1. determine any issue;
2. take any action; or
3. do any act or thing

arising out of or connected with any duty imposed, or function or power conferred on Council by or under any Act.

Conditions and Limitations

- A. Only if there is a state of emergency declared under the *Public Health and Wellbeing Act 2008* (excluding declarations issued arising out of the serious risk to public health in Victoria from Novel Coronavirus 2019 (SARS-CoV-2), the virus which causes the coronavirus disease (COVID - 19)) or state of disaster under the *Emergency Management Act 1986*, the delegate forms the opinion that any meeting of Council which would otherwise determine the issue, take the action or do the act or thing will lapse for want of a quorum and the delegate consults with the Mayor and Councillors where practicable and has regard to any views that they express, the delegate may:

1. perform any function or exercise any power that does not relate to the day to day management of Council's operations;
2. determine an issue, take action or do an act or thing which would or would be likely to involve a decision which is consistent with a:
 - 2.2 policy; or
 - 2.3 strategy
 adopted by Council

- B. The delegate must not determine the issue, take the action or do the act or thing:

1. if the issue, action, act or thing is an issue, action, act or thing which involves:
 - 1.1 awarding a contract or approving a purchase or payment exceeding the value of \$1 million, unless the contract, purchase or payment has been previously approved by resolution of Council or a delegatedspecial committee;
 - 1.2 awarding a contract or approving a purchase or payment exceeding the value of \$1 million (including GST) unless the contract, purchase or payment relates to statutory charges such as superannuation, taxation, MFB Fire Rescue Victoria levy and insurance charges generally consistent with the approved or revised or budget;
 - 1.3 awarding a contract or making an expenditure exceeding the value of \$1 million (including GST);
 - 1.4 appointing an Acting Chief Executive Officer for a period exceeding 28 days;
 - 1.5 election of a Mayor or Deputy Mayor;
 - 1.6 granting of a reasonable request for leave under section 35 of the Act;



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- 1.7 making any decision in relation to the employment, dismissal or removal of the Chief Executive Officer;
 - 1.8 approval or amendment of the Council Plan;
 - 1.9 adoption or amendment of any policy that Council is required to adopt under the Act;
 - 1.10 adoption or amendment of the Governance Rules;
 - 1.11 appointment of the chair or the members to a delegated committee;
 - 1.12 making, amending or revoking a local law;
 - 1.13 approval of the Budget or Revised Budget;
 - 1.14 borrowing money;
 - 1.15 subject to section 181H(1)(b) of the *Local Government Act* 1989, declaring general rates, municipal charges, service rates and charges and specified rates and charges; or
2. if the issue, action, act or thing is an issue, action, act or thing which is required by law to be done by Council resolution;
 3. 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 the Council;
 4. 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:
 - 4.1 policy; or
 - 4.2 strategyadopted by Council; or
 5. 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, whether on account of section 11(2)(a)-(n) (inclusive) of the Act or otherwise; or
 6. 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.

8.14 Toorak Park Cricket Nets Plaque

Manager Active Communities: James Rouse

Director Community & Wellbeing: Cath Harrod

Linkage to Council Plan

Community: An inclusive City that enhances the health and wellbeing of all residents, where people can feel safe, socially connected and engaged.

C5 Increase participation in physical activity through long-term recreation planning and service delivery.

Purpose of Report

To seek approval for the purchase of a new plaque to commemorate the opening of the Toorak Park Cricket Nets.

Officer Recommendation

That Council APPROVE the purchase of a new plaque to commemorate the official opening of the Toorak Park Cricket Nets on 11 February 2021.

Executive Summary

1. The Toorak Park Cricket Nets were officially opened by Her Worship the Mayor, Cr Kate Hely, and Victorian Government Minister, Mr Enver Erdogan MLC, on 11 February 2021.
2. A plaque was installed at the time of opening in line with requirements under the Victorian Government funding agreement for the project. Council has now requested that a new plaque be installed in line with Council's standard format for plaques.

Background

3. Council installs commemorative plaques to acknowledge the opening of new Council facilities and redevelopment of existing facilities. A standard design (based on Council's brand and style guide), plaque size, working and text layout was adopted by Council at the Council Meeting 1 April 2019.
4. A plaque was installed at the official opening event on 11 February 2021 which featured specific wording outlined in the funding agreement with Sport and Recreation Victoria. This wording did not include a list of Councillors elected at the time of opening, contrary to Council's standard plaque design.

Key Issues and Discussion

5. It is now sought to commission a new plaque to appropriately acknowledge all Councillors and the CEO as per the standard Council design.
6. Proposed wording for the plaque is as follows which is largely consistent with the version previously approved by the state government. The plaque will feature Council's logo and the Victorian Government logo.

Toorak Park Cricket Nets

Officially opened on 11 February 2021 by

Her Worship the Mayor, Cr Kate Hely, and Mr Enver Erdogan MLC on 11 February 2021

This facility was built by the City of Stonnington in partnership with the Victorian Government.

Deputy Mayor, Cr Melina Sehr
Cr Nicki Batagol Cr Jami Klisaris
Cr Alexander Lew Cr Marcia Griffin
Cr Matthew Koce Cr Polly Morgan
Cr Mike Scott

Chief Executive Officer, Jacqui Weatherill

Governance Compliance

Policy Implications

7. There are no policy implications associated with this report.

Financial and Resource Implications

8. The plaque design, fabrication and installation costs are estimated at \$3,000 including GST and these costs will be funded out of the capital works budget for this project.

Conflicts of Interest Disclosure

9. No Council officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

Legal / Risk Implications

10. In accordance with the Victorian Government funding agreement, the plaque must recognise that the facility was opened by the Minister and the Mayor.

Environmental Implications

11. There are no environmental implications relevant to this report.

Community Consultation

12. There was no requirement for community consultation.

Human Rights Consideration

13. Complies with the Charter of Human Rights & Responsibilities Act 2006.

Attachments

Nil

9 Correspondence

10 Tabling of Petitions and Joint Letters

11 Notices of Motion

12 Reports by Councillors

13 Reports by Delegates

14 Questions to Council Officers

15 Urgent Business

16 General Business

17 Confidential Business

17.1 Toorak Open Space

Director Planning & Place: Annaliese Battista

Confidential report is circulated separately under the Local Government Act 1989 Section 66 (2) (a) of the Local Government Act 2020. This document is confidential information under Section 3 (1) (c) land use planning information, being information that if prematurely released is likely to encourage speculation in land values.