

Moreland City Council

## COUNCIL AGENDA

WEDNESDAY 10 APRIL 2019

COMMENCING 7 PM

COUNCIL CHAMBER, MORELAND CIVIC CENTRE,  
90 BELL STREET, COBURG

### Language Link

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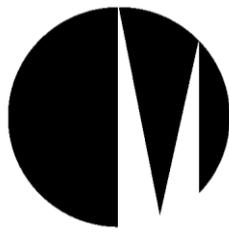
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## **INFORMATION ABOUT COUNCIL MEETINGS**

Council encourages its citizens to participate in the local government of Moreland. Accordingly, these notes have been developed to help citizens better understand Council meetings. All meetings are conducted in accordance with Council's Meeting Procedure Local Law 2018.

**WELCOME** The Mayor, who chairs the meeting, formally opens the meeting, delivers an acknowledgement of country and welcomes all present. This Council meeting will be recorded and webstreamed live to Council's website. This recording will also be available as Video on Demand. Although every care is taken to maintain privacy, gallery attendees are advised they may be recorded.

**APOLOGIES** Where a Councillor is not present, his/her absence is noted in the minutes of the meeting.

**DECLARATION OF INTERESTS AND/OR CONFLICT OF INTERESTS** Under the *Local Government Act 1989*, a Councillor has a duty to disclose any direct or indirect pecuniary (financial) interest, s/he may have in any matter to be considered by Council that evening.

**CONFIRMATION OF MINUTES** The minutes of the previous meeting are placed before Council to confirm the accuracy and completeness of the record.

**MINUTES/REPORTS OF SPECIAL COMMITTEES** Council considers reports from Special Committees that Councillors represent Council on.

**PETITIONS** Council receives petitions from citizens on various issues. Any petitions received since the previous Council meeting are tabled at the meeting and the matter referred to the appropriate Director for consideration.

**PUBLIC QUESTION TIME** This is an opportunity (30 minutes), for citizens of Moreland to raise questions with Councillors.

**COUNCIL REPORTS** Officers prepare detailed reports, which are considered by Councillors and a Council position is adopted on the matters considered. The Mayor can invite firstly Councillors, secondly Officers, and then citizens in attendance to identify Council reports which should be given priority by the meeting and considered in the early part of the meeting.

**NOTICES OF MOTION** A motion which has been submitted to the Chief Executive Officer no later than 12 pm (noon) ten days prior to the meeting which is intended to be included in the agenda. The motion should outline the policy, financial and resourcing implications.

**NOTICE OF RESCISSION** A Councillor may propose a motion to rescind a resolution of the Council, provided the previous resolution has not been acted on, and a notice is delivered to the authorised officer setting out the resolution to be rescinded and the meeting and date when the resolution was carried. For a decision of the Council to be rescinded, the motion for rescission must be carried by a majority of the votes cast. If a motion for rescission is lost, a similar motion may not be put before the Council for at least one month from the date it was last lost, unless the Council resolves that the notice of motion be re-listed at a future meeting. If a motion for rescission is not moved at the meeting for which it is listed, it lapses. A motion for rescission listed on a meeting agenda may be moved by any Councillor present but may not be amended.

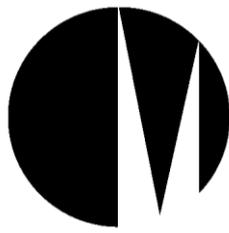
**FORESHADOWED ITEMS** This is an opportunity for Councillors to raise items proposed to be submitted as Notices of Motion at future meetings.

**URGENT BUSINESS** The Chief Executive Officer or Councillors, with the approval of the meeting, may submit items of Urgent Business (being a matter not listed on the agenda) but requiring a prompt decision by Council.

**CONFIDENTIAL BUSINESS** Whilst all Council and Committee meetings of Council are open to its citizens, Council has the power under the *Local Government Act 1989* to close its meeting to the general public in certain circumstances which are noted where appropriate on the Council Agenda. Where this occurs, members of the public leave the Council Chamber or Meeting room while the matter is being discussed.

**CLOSE OF MEETING** The Mayor will formally close the meeting and thank all present.

**NEXT MEETING DATE** The next Council meeting will be held on Wednesday 8 May 2019 commencing at 7 pm, in the Council Chamber, Moreland Civic Centre, 90 Bell Street, Coburg.



**1. WELCOME**

**2. APOLOGIES**

Leave of absence has been requested from Cr Carli Hannan from 11 April 2019 to 12 August 2019 and Cr Riley from 14 April 2019 to 27 April 2019.

**3. DECLARATION OF INTERESTS AND/OR CONFLICT OF INTERESTS**

**4. CONFIRMATION OF MINUTES**

The minutes of the Council meeting held on 13 March 2019 be confirmed.

**5. MINUTES / REPORTS OF SPECIAL COMMITTEE**

Nil.

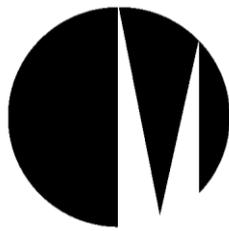
**6. PETITIONS**

<b>PET3/19</b>	<b>INSTALL SPEED HUMPS AT THE CORNER OF COLEBROOK AND TINNING STREETS, BRUNSWICK (D19/123697)</b>	<b>6</b>
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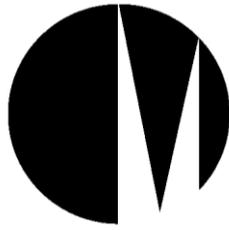
**7. QUESTION TIME**

**8. COUNCIL REPORTS**

<b>DCF19/19</b>	<b>ZERO CARBON MORELAND - ACTION PLAN 2020/2021 - 2024/2025 - DRAFT FOR ADOPTION TO CONSULT (D19/99576)</b>	<b>8</b>
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10.	<b>NOTICE OF RESCISSION</b>	
	Nil.	
11.	<b>FORESHADOWED ITEMS</b>	
	Nil.	
12.	<b>URGENT BUSINESS REPORTS</b>	



**13. CONFIDENTIAL BUSINESS**

**DCF26/19 MORELAND AFFORDABLE HOUSING LTD  
(D19/103147)**

*Pursuant to sections 77(2)(c) and 89(2)(e) this report has been designated as confidential by the Chief Executive Officer because it relates to proposed developments.*

**DEP2/19 COBURG SQUARE - POTENTIAL SALE AND  
REDEVELOPMENT OF COUNCIL LAND AT  
28 VICTORIA STREET AND 33 - 49 WATERFIELD  
STREET, COBURG (D19/89517)**

*Pursuant to sections 77(2)(c) and 89(2)(e) this report has been designated as confidential by the Chief Executive Officer because it relates to proposed developments.*

**PET3/19    INSTALL SPEED HUMPS AT THE CORNER OF COLEBROOK  
AND TINNING STREETS, BRUNSWICK (D19/123697)**

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A petition (D19/123683) has been received containing 39 signatures requesting Council to install speed humps at the corner of Colebrook and Tinning Street, Brunswick.

**Officer Recommendation**

That Council:

1. Receive and note the petition.
2. Refer the petition to the Director City Futures for consideration.
3. Email any proposed action to all Ward Councillors and Councillors Responsible For, allowing seven days for Councillor feedback.
4. Advise the petition organiser of this action.

**Attachment/s**

- 1 [↓](#) Petition to Install Speedhumps - Corner of Tinning and Colebrook Streets, Brunswick D19/123683

**PETITION**

**To the Moreland City Council**

The Petition of residents and workers of Tinning and Colebrook Streets in Brunswick, Victoria.

Brings to the attention of the Moreland City Council the unsafe nature of road usage at the corner of Colebrook and Tinning Streets. Vehicles frequently speed around the corner and endanger pedestrians, cyclists and other motorists. There is zero visibility around the corner so we believe the only way to improve safety is to slow the speed of cars.

The undersigned petitioners therefore ask the Moreland City Council to install speed-humps at the corner of Colebrook and Tinning Street

Name	Address (home or workplace)	Signature

# DCF19/19 ZERO CARBON MORELAND - ACTION PLAN 2020/2021 - 2024/2025 - DRAFT FOR ADOPTION TO CONSULT (D19/99576)

## Director City Futures

### City Change

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#### Executive Summary

In September 2018, Council adopted the Zero Carbon Moreland – 2040 Framework (2040 Framework) to help guide the municipality to zero carbon by 2040.

As envisaged in the 2040 Framework, this report presents the draft Zero Carbon Moreland – Action Plan 2020/21 – 2024/25 (draft Action Plan, Attachment 1) for approval to proceed to community and stakeholder consultation. The draft Action Plan proposes medium-term goals and targets, priority programs and initiatives and indicative resourcing to progress towards zero emissions over the first five years of the 2040 Framework.

As the first (of 4) 5-year Action Plans proposed under the 2040 Framework, and the first prepared in context of Council's acknowledgement that we are in a state of climate emergency, extensive engagement with the community and stakeholders is proposed. Engagement on the draft Action Plan will run over 4 to 5 months – prior to finalization of the Action Plan for adoption in late 2019. Importantly, the consultation will provide an opportunity to engage the community around a collective understanding and response to the climate emergency, and to invite the community to adopt and help achieve the proposed 'Community 2025 Goals' within the draft Action Plan.

In recognition of the climate emergency, the Action Plan outlines key 'cross-cutting' zero carbon programs under a theme of 'Community mobilisation and campaigning for climate emergency response'. This section proposes new or enhanced programs focused on:

- Zero carbon advocacy campaigning;
- Towards zero carbon living - community education/behaviour change initiatives; and
- Integrating the climate emergency response across Council's policies and services.

Consistent with the 2040 Framework, the draft Action Plan also outlines goals and key initiatives and programs across the 3 key sources of community greenhouse gas emissions:

1. Energy;
2. Transport; and
3. Waste.

In each case there are cross-linkages with the envisaged integrated behaviour change and advocacy campaigning.

The draft Action Plan provides indicative resourcing required for implementation over the five years to 2024/25. Some initiatives included in the recently adopted Moreland Integrated Transport Strategy and Waste and Litter Strategy are commencing implementation through budget allocation in the 2019/20 financial year.

Planning is underway for community and stakeholder consultation on the draft Action Plan, with engagement activities expected to commence in May 2019.

## **Officer Recommendation**

That Council:

1. Adopts the draft Zero Carbon Moreland – Action Plan 2020/21 – 2024/25 at Attachment 1 to this report.
2. Notes community and stakeholder engagement and consultation will be held from May to September 2019 to inform a final draft of the Action Plan.
3. Receives a report in November 2019 presenting a final draft of the Zero Carbon Moreland – Action Plan 2020/21 – 2024/25 for adoption, to inform the preparation of business cases for the budget setting cycle for 2020/21 and beyond.

## **1. Policy Context**

The draft Zero Carbon Moreland – Action Plan 2020/2021 – 2024/2025 has been developed as the next step in delivering on the Council Action Plan item under the Council Plan 2017-2021 Progressive City theme to ‘Develop a clear and funded approach to achieve zero carbon emissions by 2040’.

The Zero Carbon Evolution – Refresh to 2020 (ZCE Refresh) and Moreland Zero Carbon – 2040 Framework (2040 Framework) adopted by Council in September 2018 were developed in collaboration between Council and the Moreland Energy Foundation (MEFL).

Upon adoption, the final 2040 Framework included Council acknowledgement that we are in a state of climate emergency requiring urgent action by all levels of government including local councils.

The development of the draft Action Plan for community consultation delivers on Council Action Plan 2018/2019 CAP 52, Action 3 measure to ‘prepare draft 5-year action plan for community consultation’, to support implementation of the 2040 Framework.

The goal of a zero carbon Moreland is also a strategic driver for related key priorities in the Council Plan 2017-2021:

- Enhance liveability, affordability and sustainability by guiding growth, and excellence in urban design and development.
- Facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use.
- Enhance the environmental outcomes of Council waste services and increase the communities’ awareness/participation in environmental initiatives to reduce waste to landfill.

## **2. Background**

### **Zero Carbon Evolution (ZCE) – Refresh to 2020**

Implementation of the ZCE – Refresh to 2020 (adopted in September 2018) is well underway, with key initiatives including:

- Finalisation of the Moreland Integrated Transport Strategy;
- Expansion of the award-winning Solar on Leased Facilities program;
- Purchase of 100% of Council electricity demand from the Crowlands Windfarm, through the Melbourne Renewable Energy Project;
- Planning and analysis (including a limited trial) informing introduction of municipal-wide food and garden organics kerbside collection service(s);
- Upgrades and extensions to the Upfield and Craigieburn Shared Paths;
- Moreland Power – a Council funded pilot by MEFL to progress community investment in local renewables/energy retail;
- A commitment to aim beyond Council’s Sustainable Building Policy standard to ‘Passive House’ standard for the proposed W heatsheaf Hub in Glenroy;
- Light Vehicle Fleet – purchase of up to 10 new zero emissions electric vehicles (EVs) for Council’s fleet by June 2019;
- Expanding public EV Charging Stations including through a new ‘DC Fast Charge’ station off Sydney Road (near Merlynston Station), North Coburg; and
- ‘Cooling Communities Stage 2’, involving MEFL working with Aboriginal Housing Victoria (AHV) to install rooftop solar (plus energy audits) on a further 10 – 15 AHV tenancies in Moreland.

## 2040 Framework

The 2040 Framework (adopted in September 2018) was developed in collaboration with MEFL, drawing on learnings from a review of municipal-level climate mitigation plans and the collective input of over 100 interested and expert contributors.

It outlines an evocative vision of a zero carbon Moreland by 2040:

- our desired future of net zero emissions for energy, transport and waste sectors.

It accepts the challenge of planning and acting in the context of continuously evolving political, social and technological disruption.

The 2040 Framework clarifies three strategic directions with 2040 goals:

- Energy transition – Efficient and 100% renewably powered energy;
- Sustainable transport – Active or zero emissions transport; and
- Waste and consumption – Circular economy with zero waste.

MEFL's role as Council's delivery partner is changing as the strategic directions in the 2040 Framework (and the draft Action Plan) cover both community-focused and Council (organisational) actions to reduce energy-related carbon emissions, and Council (rather than MEFL) has key responsibility for programs under the sustainable transport and waste and consumption directions.

The 2040 Framework defines five principles to underpin decision-making and ensure the pathway to zero emissions contributes positively to an equitable, resilient, cohesive and healthy Moreland, reducing the risk of unintended or perverse outcomes.

The 2040 Framework provides high-level direction and medium-term action priorities that combine to provide immediate benefits, foundations for future action, and innovation and experimentation.

## Climate Emergency

Acknowledgement of climate emergency in the 2040 Framework responded to community activism that has seen more than 300 local or regional governments around the world acknowledge or declare that we are in a state of climate emergency. Darebin Council was the first local council to officially declare a climate emergency.

The latest Intergovernmental Panel on Climate Change (IPCC) special report (2018) 'summary for policy makers' states:

- Global warming is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate (high confidence).
- Limiting global warming to 1.5°C requires rapid and far-reaching transitions in energy, land, urban and infrastructure (including transport and buildings), and industrial systems (high confidence)' (i.e. by 2030).

The IPCC is generally acknowledged to be scientifically conservative in its reporting of climate change science and implications (with activists credibly arguing this dangerously understates the existential risk and urgency).

According to climate scientists at the University of Melbourne, with either 1.5°C or 2°C global warming, we will see even more extremely hot summers across Australia, more frequent marine heatwaves of the kind that caused bleaching of the Great Barrier Reef in 2017 and 2018, and probably more frequent drought conditions.

'Climate Emergency' community campaigners advocate that we (the global community) are now 'out of time' to protect the climate vulnerable by any other mode of action than climate emergency response.

The goal is to gear up all levels of government and the community for 'emergency-mode action' (anecdotally equivalent to WWII effort). The required response would see action at huge scale, speed and integration to achieve zero net emissions plus CO2 'drawdown' as soon as possible. The proposition is that, starting locally, the understanding and commitment to emergency-mode response be pushed:

- Inwards – through engaging organisational staff and embedding action internally;
- Downwards – through engaging the broader community;
- Outwards – through helping to engage and activate other local councils; and
- Upwards – through collaborative advocacy campaigning to influence other levels of government.

### 3. Issues

#### Draft Zero Carbon Moreland Action Plan

The draft Action Plan (**Attachment 1**) builds on Moreland's acknowledged climate leadership and proposes to establish new programs to accelerate our efforts consistent with the 2040 Framework and acknowledgement of the climate emergency.

The creation of Moreland's new City Change Branch has brought together the strategy and program development for the three key emissions sources (energy, transport and waste), creating potential for more integrated program resourcing, planning, delivery, monitoring and reporting. The draft Action Plan complements and supplements implementation of the recently adopted Waste and Litter Strategy (December 2018) and Moreland Integrated Transport Strategy (March 2019).

Consistent with the 2040 Framework, the draft Action Plan proposes a series of key initiatives and programs across the strategic directions of Energy Transition, Sustainable Transport and Waste and Consumption. In addition to direct action and initiatives, the Action Plan highlights priority advocacy outcomes required of state and federal governments.

Key new programs are also proposed for community and Council mobilisation:

- Engaging a wider cross-section of the community, and collaborating with neighbouring councils and other stakeholders, in effective and high-profile climate advocacy campaigning;
- Supporting, facilitating and enabling community behaviour change consistent with a transition to zero carbon living; and
- Increasing staff awareness and understanding of their role in the climate emergency response and embedding climate mitigation and adaptation/resilience outcomes within key Council policies/strategies/plans and services.

Council and MEFL do not have the sufficient control or direct influence to achieve the ambition of a Zero Carbon Moreland alone. Realising a zero carbon Moreland by 2040 will also require effective and committed action by Moreland residents and community organisations, the business sector, and State and Federal Governments.

As such, the draft Action Plan proposes a series of:

- **Community 2025 goals** – these are desired outcomes from our community's collective action, including residents, businesses and all levels of government. Through the consultation process, Council and MEFL are inviting everyone to adopt and help achieve these collective goals.
- **Council and/or MEFL 2025 targets** – these are desired outcomes from actions within Council and/or MEFL's direct control, which contribute towards the community goals and overall emissions reduction target. Council and MEFL will strive to achieve these targets.

MEFL will continue to act as Council's primary (though not exclusive) delivery partner for the Energy Transition strategic direction. They will lead the community facing programs and initiatives under the Energy Transition theme, including delivery of an innovation program 'to investigate feasibility and then pilot emerging concepts, technologies, products and financial and contractual models that could enable a more rapid transition to a smart, decarbonised, decentralised and socially just electricity system'.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

#### **4. Consultation**

Development of the draft Action Plan built on outcomes from consultation required to develop the 2040 Framework. A further workshop with the Zero Carbon 'Brains Trust', facilitated by MEFL on 5 September 2018, explored the potential impact, feasibility and stakeholders relating to potential short to medium term priority actions. Key initiatives and directions have been developed in collaboration with MEFL and staff from various units that will be involved in delivering on the proposed actions. Councillors were consulted at a Councillor Briefing held on 18 February 2019.

Planning is underway with staff from the City Change, City Strategy and Design and Communications and Engagement branches at Council, and with MEFL, to develop the consultation and engagement plan for community and stakeholders. The intent is for extensive consultation, over a period of four to five months, sharing the vision for a zero carbon Moreland and laying the foundation for the envisaged community mobilisation initiatives and recruiting potential partners and collaborators.

The draft Action Plan includes a series of 'prompter questions' to help elicit community and stakeholder feedback and discussion.

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

#### **6. Financial and Resources Implications**

Full implementation of the actions in the draft Zero Carbon Moreland – Action Plan 2020/21 – 2024/25 covers actions already identified and scoped from the Waste and Litter Strategy and the Moreland Integrated Transport Strategy. As they have been the focus of previous Council resolutions, the following table identifies the additional estimated costs of implementing actions not already part of those strategies (\$'000).

The figures in the table below are subject to confirmation which will occur in parallel the consultation process on this action plan.

Funding Estimates	2020-21	2021-22	2022-23	2023-24	2024-25
<b>Total Estimated Funding Envelope:</b> <i>(Note:- This is an estimate. The funding envelope may be adjusted or the deliverables adjusted to fit the envelope)</i>	898	661	674	442	450
Zero Carbon Advocacy Campaigning	140	143	146		
Climate Emergency Integration Lead	90	92	94		
Cost of Planning Scheme Amendment process for ESD policy (note – ESD policy to be reviewed in 2019/2020)	200				
MEFL Zero Carbon Services and campaigns & MELF Innovation Services	TBC	TBC	TBC	TBC	TBC
Targeted support for low-income vulnerable households for subsidised thermal	50				

Final confirmation of Year 1 costs will occur through the budget process for 2020/2021.

## 7. Implementation

If the report is endorsed, officers will commence a 5-month consultation and engagement process with the community and key stakeholders to inform a further report back to Council in November 2019. This report will present the final draft Zero Carbon Moreland – Action Plan 2020/21 – 2024/25 for adoption.

From 2020/2021, implementation of funded programs and initiatives in the final Action Plan will be the subject of quarterly reporting on Council Action Plan measures and to the Zero Carbon Moreland Project Board. The Zero Carbon Moreland Annual Achievements Report, included in a Governance Report each June, will summarise implementation progress against funded programs and the 2025 goals and targets.

Progress will also be highlighted through Council's various communications channels and industry conferences and forums.

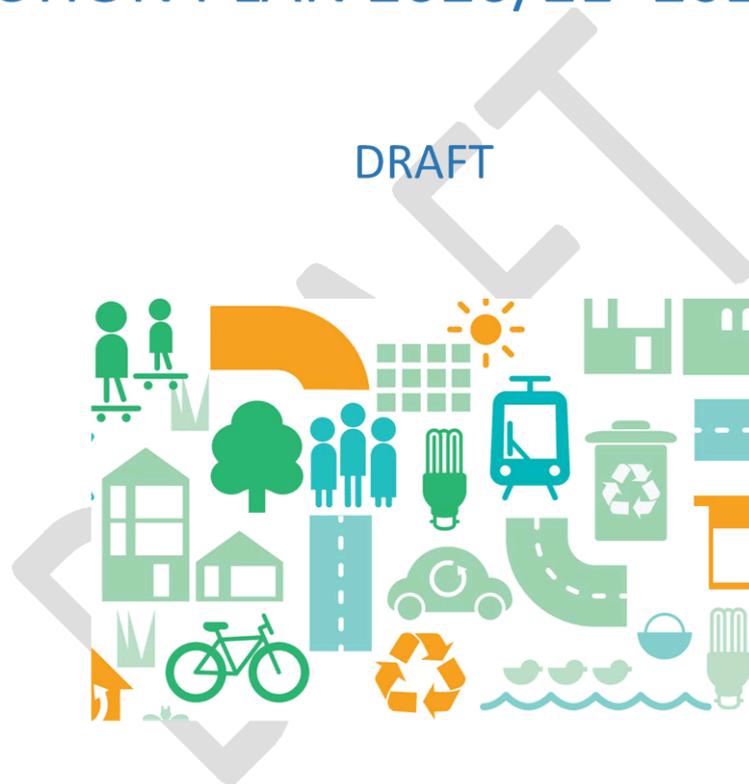
## Attachment/s

[1](#)  Zero Carbon Moreland - Action Plan 2020 - 2025 - Draft for Consultation

D19/125363

ZERO CARBON MORELAND – DRAFT Action Plan 2020/21 – 2024/25

# ZERO CARBON MORELAND – ACTION PLAN 2020/21–2024/25



Updated: 4 April 2019

**ZERO CARBON MORELAND – DRAFT Action Plan 2020/21 – 2024/25**

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1. Moreland Council and community – responding together for a safe climate
2. About this draft Action Plan for 2020/21 – 2024/25
3. Our 2040 Zero Carbon Vision for Energy, Transport and Waste
4. Community Mobilisation and Advocacy - Building our influence and impact towards Zero Carbon Moreland
  - Community 2025 goal
  - Council & partners 2025 targets
  - Key programs for 2020 – 2025:
    - i. Community behaviour change
    - ii. Campaigning and advocacy
    - iii. Council (organisational) integration
5. Energy Transition
  - Community 2025 goal
  - Council & partners 2025 targets
  - Key programs & initiatives for 2020 – 2025
  - What others need to do
6. Sustainable Transport
  - Community 2025 goal
  - Council & partners 2025 targets
  - Key programs & initiatives for 2020 – 2025
  - What others need to do
7. Waste and consumption
  - Community 2025 goal
  - Council & partners 2025 targets
  - Key programs & initiatives for 2020 – 2025
  - What others need to do
8. Longer-term opportunities
9. Monitoring our progress to 2025

**ZERO CARBON MORELAND – DRAFT Action Plan 2020/21 – 2024/25**

**Moreland Council and community – responding together in the fight for a safe climate**

Climate change is a dangerous threat to earth’s people, plants and animals.

More extreme heatwaves, flash floods and loss of reliable seasonal rains are just some of the impacts hurting our people and wildlife.

However, more and more local residents, businesses and councils are facing the urgent challenge of responding to the climate emergency, together.

Moreland City Council is making plans to support neighbourhoods, businesses and organisations rapidly reduce their climate pollution by introducing kerbside collection of food waste; creating and upgrading shared paths to make cycling and walking easier; supporting sustainability action in local schools; facilitating community food gardens in our parks; installing electric vehicle charging stations for resident use; piloting community owned solar energy systems and much more.

There is much we can do collectively at a local level to reduce our carbon pollution. Importantly, we can all play a role in demanding State and Federal Governments put in place key policies to enable Moreland (and Australia) to transition to Zero Carbon at emergency speed.

By joining together to respond to the climate emergency and play our part in transforming our society and economy to restore a safe climate, we can help ensure our city and our planet is a place we can all enjoy.

**About this Action Plan for 2020/21 – 2024/25**

It is Council’s adopted goal for Moreland to be a ‘zero carbon’ community by 2040. This draft Zero Carbon Moreland - Action Plan 2020/21 – 2024/25 proposes key initiatives and programs for the first five-year period of the Zero Carbon Moreland 2040 Framework, adopted by Council in September 2018. Before being finalised it will be subject to extended consultation, over four to five months, with our community and stakeholders.

The draft Zero Carbon Moreland Action Plan summarises key activities to influence and reduce community-wide greenhouse gas emissions across Energy, Transport and Waste sectors. The draft Action Plan aligns with the recently adopted Moreland Integrated Transport Strategy (2019) and Waste and Litter Strategy (2018). It will be augmented by a Zero Carbon Energy Action Plan 2020-25 to be completed by Moreland Energy Foundation.

The draft Action Plan proposes specific and measurable goals for Community and Council (with our partners) to strive to achieve by 2025. Council and our delivery partner Moreland Energy Foundation (MEFL) will continue to collaborate with others, including CERES Environment Park and other neighbouring councils, to bring people together to learn, engage and take action. As always, Council will continue striving to ‘walk the talk’ in its own services, facilities and operations, with key initiatives in waste services, fleet, procurement and buildings.

Because Council cannot ‘control’ many of the sources of greenhouse gas emissions within our community, we are inviting everyone: individuals, community groups, schools, businesses and not-for-profit organisations to plan and act – within their sphere of control and influence - to reduce carbon emissions and join the campaign to demand action for a safe climate.

ZERO CARBON MORELAND – DRAFT Action Plan 2020/21 – 2024/25

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***Climate Emergency: We are committed to urgent action***

*Insert refined Mayors statement (text to be reviewed/confirmed) about climate emergency and Moreland’s ongoing local leadership action. Acknowledge the need to step up further with more engagement and support for our community to take individual and collective action and actively collaborate in campaigning to State and Federal Government for urgent and effective policy and legislative reform.*

*We acknowledge the scale and speed of transformation needed to change our energy markets, our economy, our legislation, and our lifestyles to eliminate and draw down greenhouse gas emissions requires a nationwide and global emergency response.*

*We recognise that effective engagement and mobilisation of civic society and businesses in campaigning to demand emergency-mode action on climate change by all levels of government is critical. It is the foundation for the ‘political will’ required at all levels of government to prioritise action for a safe climate above the vested interests of the fossil fuel lobby. We aim to play our part in moving beyond an incremental approach to transitioning our society.*

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ZERO CARBON MORELAND – DRAFT Action Plan 2020/21 – 2024/25

<p><b>Zero Carbon Moreland – 2040 Framework</b> By 2040 Moreland has transitioned to become a zero carbon community.</p>			
Facilitate a just and inclusive transition	Boost resilience and livability	Plan ahead and invest for the future	Work collaboratively and learn from others
Leadership and innovation	Mobilising the community		Partnerships
<p><b>Energy Transition:</b> Efficient and 100% renewably powered energy</p> <p><b>2020–2025</b></p> <ul style="list-style-type: none"> <li>Increase environmentally sustainable design outcomes for energy efficiency and renewables via planning, enforcement and advocacy</li> <li>Assist low income households and renters to overcome barriers to energy transition (e.g. test financial models and targeted programs)</li> <li>Encourage switch from using gas for cooking and heating to high-efficiency electric alternatives</li> <li>Continue reducing Council’s residual emissions: reduce electricity and gas use, only buy 100% renewable generated electricity, and continue installing rooftop solar</li> <li>Test models for brokerage and aggregation of energy services that could be scaled</li> <li>Support and showcase residents and businesses undertaking the energy transition</li> <li>Lead the community conversation to drive local action</li> </ul> <p><b>Longer term</b></p> <ul style="list-style-type: none"> <li>Develop a clean tech incubator hub</li> <li>Pursue a policy pathway for a Zero Carbon Moreland Planning Scheme</li> <li>Test new ideas for zero carbon buildings with developers</li> <li>Scale up effective models</li> </ul>		<p><b>Sustainable transport:</b> Active or zero emissions transport</p> <p><b>2020–2025</b></p> <ul style="list-style-type: none"> <li>Transition Council’s fleet to low or zero emission vehicles</li> <li>Invest in infrastructure to support active travel and public transport</li> <li>Collaborate to deliver travel behavior change campaigns</li> <li>Amend the Planning Scheme to reduce car parking requirements and enable funding for sustainable transport</li> <li>Increase design standards in Planning Policy to create more walking and cycling friendly developments</li> <li>Support public access to renewably powered electric vehicle charging</li> </ul> <p><b>Longer term</b></p> <ul style="list-style-type: none"> <li>Disincentivise use of private cars</li> <li>Reallocate space used for private vehicle travel and parking to support sustainable transport use and other purposes</li> <li>Advocate to ensure new mobility technologies (e.g. autonomous vehicles) deliver broad environmental and social benefits</li> <li>Explore options for digital delivery of relevant Council services (reducing unnecessary car trips)</li> </ul>	
<p><b>Waste and consumption:</b> Circular economy with zero waste</p> <p><b>2020–2025</b></p> <ul style="list-style-type: none"> <li>Drastically reduce the amount of organics sent to landfill</li> <li>Ensure excellence in municipal waste service contracts</li> <li>Assist Moreland food businesses to avoid and divert food waste from landfill</li> <li>Drive down waste and increase use of recycled content products through Council’s procurement policy and practice</li> <li>Foster expansion of local sharing groups</li> <li>Engage and activate the community as conscious consumers</li> <li>Support responsible waste management in new developments via Planning Scheme standards and enforcement</li> </ul> <p><b>Longer term</b></p> <ul style="list-style-type: none"> <li>Promote Moreland as a hub for sustainable design and manufacture</li> <li>Support local recycling and reuse-focused businesses</li> <li>Collaborate to encourage adoption of low carbon plant-based diets</li> <li>Facilitate trials of promising emerging technologies</li> </ul>			

**VISION**

**PRINCIPLES**

How we will increase our impact

Strategic direction and 2040 goals

Key priorities in Moreland

ZERO CARBON MORELAND – DRAFT Action Plan 2020/21 – 2024/25

## OUR 2040 VISION FOR A ZERO CARBON MORELAND

Our *Zero Carbon Moreland – 2040 Framework* sets out our Vision for what a zero carbon Moreland by 2040 might look like:

***Efficient and 100% renewably powered energy:***

- The buildings we live and work in are highly energy efficient – well insulated and built or retrofitted for comfort
- Households and businesses generate, store and export renewable electricity locally
- The national grid is powered by 100% renewable energy
- Homes and businesses are powered only by electricity, following a supported phase-out of gas
- Residents and businesses are proactive and engaged energy users and help to manage demand by smart use of electricity and local storage
- Energy is often generated and traded at a community level, so everyone can access local, renewable energy even if they cannot produce it on their home.

***Active and zero emissions transport:***

- Most people choose to walk or cycle to get around locally because its healthy, free, safe and convenient
- Moreland is known for its pedestrian and cycle-friendly streetscapes
- Many residents work, play and access services close to home, in '20-minute neighbourhoods' designed to suit people (rather than cars)
- Renewable-powered buses, trams and trains provide a quick, reliable and affordable way to travel
- Use of electric 'car/ride share' services complement active travel and public transport options, helping to reduce private vehicle ownership
- Low rates of private car ownership have seen some car parks converted to green and public open spaces
- Clean and quiet freight trucks (fuelled by renewable hydrogen or electricity) complement 'last mile' freight delivery by bikes, electric scooters and vans.

***Circular economy with zero waste:***

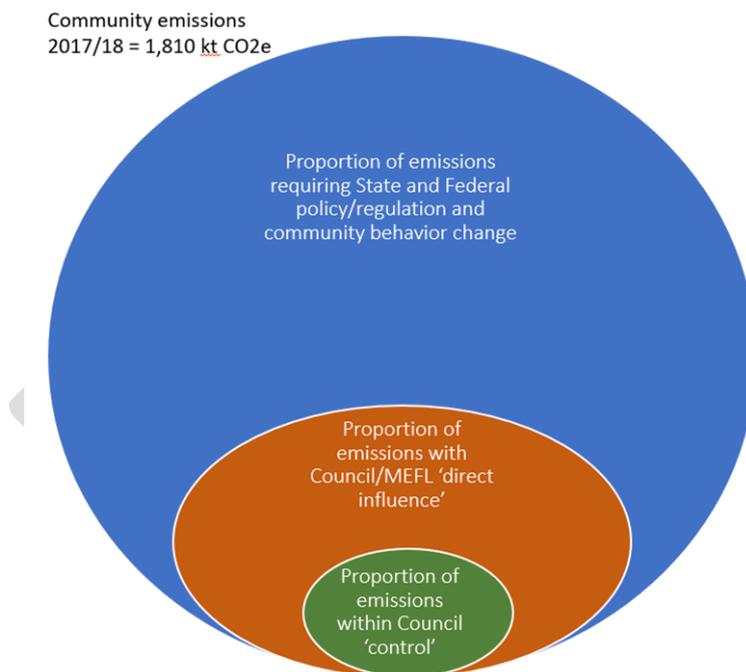
- Households and food businesses avoid generating food waste (and save money!)
- A 'conscious consumer' mindset is the norm where waste is seen as a resource. Consumption is reduced as the community reduces what it purchases, then re-uses, repurposes, recycles, and buys recycled
- People enjoy low-carbon diets
- Local reuse, exchange, share and recycling groups and services are thriving
- Local businesses prosper by creating or providing sustainable goods and services
- Many products are made from recycled materials and are easy to recycle in Australia
- All organic waste is composted or processed to create other useful products (such as mulch, compost, biogas, biochar).

ZERO CARBON MORELAND – DRAFT Action Plan 2020/21 – 2024/25

About our goals and targets for 2025

In the draft Zero Carbon Moreland – Action Plan 2020/21 – 2024/25 we have set measurable goals and targets across our strategic directions:

- **Community 2025 goals** — *we invite everyone to adopt and help achieve these goals* - these reflect desired outcomes from our community’s collective action, including actions by residents, businesses and all levels of government. We invite all individuals and other levels of government to adopt the 2025 community goals and to play their part in achieving them.
- **Council and/or MEFL and other partners targets** – *we will strive to achieve these targets* - these are tangible outcomes from actions and programs that are within the direct control of Council and/or our delivery partners (given adequate resource allocation). Achievement of these targets will depend on annual resource allocation to deliver planned actions and initiatives. Achieving these targets directly contributes towards realising the Community goals and the overall emissions reduction target.



To achieve our Vision of a Zero Carbon Moreland by 2040 we need to collaborate with others to build the mass movement required to transform our lifestyles and our politics to recognise and address the climate emergency. State and Federal Governments control some key policy levers that must be enacted for Moreland (and Australia) to transition to Zero Carbon at emergency speed. This is why we are increasing our focus on community campaigning and supporting our community to adopt low carbon lifestyles.

**COMMUNITY MOBILISATION AND CAMPAIGNING FOR CLIMATE EMERGENCY RESPONSE**

**Community 2025 goals - we invite everyone to adopt and help achieve these goals:**

- Most of Moreland’s citizens and business community members are acting to reduce their carbon emissions and/or have supported climate-related advocacy campaigns (Note: new measure based on household/business survey questions)
- Moreland (meaning Council, MEFL, our citizens, institutions and business community etc) is recognised for our leadership in collaborative campaigning for a safe climate, in partnership with other local councils and community groups.

**Council and MEFL 2025 goals – we will strive to deliver on these goals:**

- Staff across Moreland Council acknowledge the climate emergency and understand the role they can play and are integrating climate action within their service area, strategies and policies. [Note: new measure based on staff survey]
- Moreland continues to be recognised as a national leader in demonstrating the pathway to a zero carbon society.

Focus Area	Key Initiatives/ Actions	Description / delivery approach	Responsibility	Estimated budget
<b>MORELAND COMMUNITY MOBILISATION</b>	<b>Zero Carbon Advocacy Campaigning</b>	<p>Council will join and collaborate with grassroots campaigning groups and regional alliances to develop compelling campaigns to amplify the growing call for strong and urgent action on climate change from all levels of government and business.</p> <p>Council and MEFL will reach out to local and neighbouring communities and businesses —beyond the already committed — and inspire participation in grassroots campaigning for climate action.</p> <p>As well as supporting community-led campaigning, Council will build on existing advocacy networks/alliances with other like-minded local councils and others to run targeted and visible advocacy campaigns (eg. 'Mayors for...') that have potential to inspire our community and impact state and federal policy on energy, transport and waste.</p>	Council in collaboration with MEFL and many others	<p>\$140k p/a from 2020/21</p> <p>Includes new role (Zero Carbon Advocacy Officer) and campaign funds</p>

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Focus Area	Key Initiatives/ Actions	Description / delivery approach	Responsibility	Estimated budget
		<p>Council will also look to engage University (Masters) students in applied project work to develop creative zero carbon campaigns to 'cut through' to create impact with different audiences.</p> <p>The highest priority 'advocacy asks' of State and Federal Governments are listed within an 'advocacy campaigning' action under Energy Transition, Sustainable Transport and Waste and Consumption action tables below.</p>		
	<p><b>Zero Carbon Behaviour Change program (integrated community behaviour change initiatives)</b></p>	<p>Council will work with partners (including MEFL and CERES) to continue engaging local communities —beyond the already committed — to foster wider adoption of sustainable living behaviours and technologies across energy, transport and waste.</p> <p>MEFL will continue to inspire and support people to adopt 'all electric homes' with renewable energy and energy efficiency through its members and stakeholders (see Energy Transition section).</p> <p>Early concepts for key behaviour change initiatives to foster more active transport and keeping food waste out of landfill are outlined below under the action tables for Sustainable Transport and Waste and Consumption.</p> <p>In embarking on this work, Council will invest in the development of 'best practice' social change initiatives. Fostering tangible and lasting lifestyle change through new initiatives will require investment in social research, careful program design, planning, trials, evaluation and continuous improvement.</p>	<p>Council (related to Sustainable Transport and Waste and Consumption)</p> <p>MEFL (related to Energy Transition)</p>	<p>\$250k p/a to be referred to the 2019/20 budget for program funds and new lead role (City Change - Integrated Behaviour Change Lead) -noting the 2019/20 is before Year 1 of this Action Plan</p> <p>Increasing to \$410k p/a from 2020/21 onwards to fund additional Zero Carbon Behaviour Change Officer role focused on sustainable transport</p>

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Focus Area	Key Initiatives/ Actions	Description / delivery approach	Responsibility	Estimated budget
<b>MOBILISATION AND INTEGRATION ACROSS MORELAND COUNCIL</b>	<b>Integrating climate emergency response across Council policies and services</b>	<p>With support from Council leaders, the aim will be to raise staff awareness of the imperative for societal transformation and gain buy-in to embed climate mitigation and resilience-thinking into day-to-day service delivery, strategic policies and strategies, workplans and performance measures.</p> <p>Techniques to engage staff may include speaker presentations, facilitated workshops tailored to each service area, lunchtime film screenings, peer-to-peer engagement etc.</p> <p>As well as external benchmarking of 'best practice', Council would seek expert feedback when updating policies, strategies and service reviews. Where relevant, new objectives and measures (KPIs) may be included in Position Descriptions and performance plans.</p> <p>Engaging staff across Council to play their part will also open up new opportunities and channels for directly and meaningfully engaging our community in zero carbon living (behaviour change) and climate-related advocacy campaigning.</p>	Council	<p>\$90k p/a from 2020/21 for three years</p> <p>Includes new fixed term role (Climate Emergency Integration Lead)</p>

PROMPTER QUESTIONS FOR COMMUNITY AND STAKEHOLDER FEEDBACK

Q 1. GOALS: Are you supportive of the draft Community 2025 Goals for 'Community Mobilisation and Campaigning'? How might you (or your organisation) contribute to achieving these goals?

Q 2. CLIMATE CAMPAIGNING: We recognise that avoiding dangerous climate change is not an isolated 'environmental issue', but critical to maintaining our community's health and wellbeing, the local economy and neighbourhood liveability. What role(s) do you think Council can play in mobilising the community to become engaged in advocacy campaigning? How should Council work with campaigning organisations such as Climate Action Moreland, Australian Youth Climate Coalition (AYCC), Environment Victoria, Australian Conservation Foundation (ACF) and others? How could we support you or your organisation to engage your community on climate-related advocacy campaigns?

Q3. FOSTERING BEHAVIOUR CHANGE: Council already works with partner organisations like MEFL, CERES, 3000 Acres and Compost Community to encourage our community to reduce their environmental footprint. We aim to expand and strengthen our collaborations with community groups, schools, universities and businesses. How could we support you (or your group/organisation) to engage local people in sustainable living? Are you willing to be an energy, transport or waste transition 'community champion', and be involved in mobilising your community?

**ENERGY TRANSITION: TOWARDS EFFICIENT AND 100% RENEWABLY POWERED ENERGY**

**Community 2025 goals - we invite everyone to adopt and help achieve these goals:**

- Double the amount of solar photovoltaic (PV) capacity across Moreland (Note: being 44MW up from 22MW as at early 2019)
- Responding to community demand, the national Renewable Energy Target (RET) will be reset so that at least 80 per cent of Australia’s electricity generation by 2030 will be from renewable sources.
- Responding to advocacy, by 2025 the Energy Efficiency provisions in the National Construction Code (NCC) will be updated to set an 8-Star Standard for thermal performance of a home (Note: currently 6-Star Standard)
- Average residential energy use in Moreland is less than 4kWh per person per day (Note: currently 4.8kWh/pp/day)
- Moreland continues to be recognised for its innovation and leadership in the energy transition

**MEFL and Council 2025 targets – we will strive to deliver on these targets:**

- 11MW of new solar PV installed through MEFL services since 2014 (Note: currently 3.1MW as at early 2019)
- 15,000 ‘lifetime tonnes’ of GHG emissions reduction through MEFL energy efficiency initiatives (Note: currently 8,305 at early 2019)
- Council (with the Council Alliance for a Sustainable Built Environment) has played a leading role in Victorian local government efforts towards zero carbon buildings via Planning Scheme standards, enforcement and advocacy
- Pending external co-funding, our ‘Cooling Communities’ initiative will have resulted in home upgrades (for thermal comfort and/or solar PV) for around 500 social housing or low-income households across Moreland, reducing their exposure to energy poverty and extreme weather events
- Council remains certified ‘Carbon Neutral’ for its operations and buys all its electricity from Crowlands Windfarm.

Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
<b>ENERGY ADVOCACY CAMPAIGNS</b>	<b>Zero Carbon Advocacy Campaigning - Energy Transition</b>	Council and MEFL will support and help facilitate strong and collaborative advocacy campaigns to push for urgent action responding to the climate emergency.  Highest priority advocacy outcomes sought by 2025 include (but are not limited to):  <u>Australian Government</u>	Council in collaboration with MEFL, other councils, community organisations,	Covered as part of proposed Zero Carbon Advocacy Campaigning budget (refer to page 8) from 2020/21

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Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
		<ul style="list-style-type: none"> <li>A strong, long term, stable energy policy and carbon price</li> <li>Renewable Energy Target (RET) of 80% by 2030</li> <li>An ambitious pathway towards zero carbon buildings through the National Construction Code (NCC)</li> <li>A national strategy to support the orderly and just transition away from coal- and gas-fired power</li> </ul> <p><u>Victorian Government</u></p> <ul style="list-style-type: none"> <li>A strong ESD policy within the State Planning Policy Framework</li> <li>Mandate minimum standards for energy performance of residential properties at point of sale and lease</li> <li>Ensure Victoria's 40% renewable energy target by 2025 is met</li> <li>Expand the Victorian Energy Upgrade (VEU) activities to include more products</li> <li>Regulated disclosure of aggregated real time data from electricity distribution businesses.</li> </ul>	citizens and businesses etc	
<b>RESIDENTIAL / COMMERCIAL / INDUSTRIAL ENERGY TRANSITION</b>	<b>Support Moreland residents and businesses with their energy transition (renewable energy and energy efficiency) through MEFL</b>	Provide Moreland residents and businesses with comprehensive and proven renewable energy and energy efficiency services, products, trusted information and advice through MEFL.  This will include promotional campaigns and extending Positive Charge offerings based on successful trials and pilots run by MEFL.	MEFL	Cost to be confirmed
	<b>Zero Carbon Innovation with MEFL</b>	Collaborate with others to investigate feasibility and then pilot emerging concepts, technologies, products and financial and contractual models that could enable a more rapid transition to a	MEFL  Key stakeholders:	Feasibility exploration and preliminary development of innovative concepts  Cost to be confirmed

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Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
		<p>smart, decarbonised, decentralised and socially just electricity system.</p> <p>Innovative concepts to be investigated include:</p> <ul style="list-style-type: none"> <li>• <b>'Moreland Power'</b> – a pilot is underway to investigate the feasibility of using community-owned renewable energy to deliver benefits to both local community investors and households struggling to pay their energy bills.</li> <li>• <b>Microgrids and Virtual Power Plants</b> – potential pilot sites include CERES and Halpin Street in Brunswick West</li> <li>• 'Zero Carbon Precinct' partnership/trial</li> <li>• Solar + Battery integration, Energy Demand Management</li> <li>• Community energy aggregation and energy trading services</li> <li>• 'Solar Farms' on industrial roofs</li> <li>• Innovative finance mechanisms to remove the 'upfront cost barrier' to energy efficiency and renewable energy (eg Environmental Upgrade Finance (EUF), No Interest Loans, crowd-sourced finance etc). <i>Note: Victorian legislation to extend the Environmental Upgrade Finance (EUF) mechanism to the residential sector is pending.</i></li> </ul>	<ul style="list-style-type: none"> <li>• Jemena and CitiPower</li> <li>• Energy retailers</li> <li>• Energy sector innovators</li> <li>• State Government</li> </ul>	<p>Depending on scope and complexity, innovation concepts may require additional funding (from Council and/or external sources) to pilot and/or scale up. Council funding would be subject to business case prioritisation.</p> <p>MEFL/Council will always seek external co-funding (eg from Victorian Government, Arena and/or CEFC) to support innovation pilots and scale up.</p>
	<b>Towards Zero Carbon in the Planning Scheme</b>	<p>Seek to raise the Environmentally Sustainable Design (ESD) standards in new homes, commercial and industrial development, through leadership and collaboration to raise standards and establish the pathway (policy and implementation tools) for zero carbon buildings and precincts through the Planning Scheme and related assessment and compliance processes.</p> <p><i>Note: Changes to the Planning Scheme policy require the approval of the Victorian Planning Minister.</i></p>	<p>Council (ESD and Amendments Units)</p> <p>Key stakeholders:</p> <ul style="list-style-type: none"> <li>• Council Alliance for a Sustainable Built Environment (CASBE) and</li> </ul>	<p>\$125k referred to 2019/20 budget for additional resourcing for underpinning research for an enhanced ESD Policy. Co-contribution from CASBE and interested member councils TBC.</p> <p>Estimated \$200k in 2020/21 for Planning Scheme Amendment process</p>

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Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
			member councils <ul style="list-style-type: none"> <li>Victorian Government (DELWP)</li> </ul>	pending progress in 2019/20.
	<b>Targeted support for low income and vulnerable households to avoid 'energy poverty' and be more comfortable in their homes during extreme weather</b>	Council and MEFL will partner with others to reduce energy poverty within Moreland, including by: <ul style="list-style-type: none"> <li>supporting social housing providers to upgrade the energy efficiency of housing stock and install solar PV through extension of our 'Cooling Communities' initiative</li> <li>ensuring low-income home-owners are aware of options to finance home environmental upgrades at no upfront cost, such as No Interest Loan schemes or residential Energy Upgrade Finance (EUF) (pending legislation).</li> <li>helping to establish 'solar-giving' for the most vulnerable.</li> </ul>	MEFL in collaboration with Council (various teams) Key stakeholders: <ul style="list-style-type: none"> <li>Social housing providers</li> <li>Community health and social services providers</li> <li>Solar Victoria</li> <li>State Government</li> </ul>	\$50,000 in 2020/21 to scope a program to provide support to social housing providers. Future years roll out and funding TBD. Note that it will require external co-funding and delivery partnerships to be secured to enable delivery at scale.
	<b>Support commercial building owners to improve their buildings' environmental performance at no upfront cost through facilitating Environmental Upgrade Finance (EUF)</b>	Council and MEFL will continue supporting commercial building owners to improve the performance of their buildings through facilitating installation of renewable energy and/or water and energy efficiency upgrades via Environmental Upgrade Finance (EUF). Council will continue collaboration with the Sustainable Melbourne Fund (Better Building Finance) and encourage alternative EUF providers to foster competition.	Council (Finance Unit) in collaboration with MEFL	Within existing operational budgets.

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Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
<b>COMMUNITY ORGANISATIONS / SCHOOLS ENERGY TRANSITION</b>	<b>Support Moreland Schools and Early Learning Centres (ELCs) to install solar PV, save electricity, and involve children and their families in climate action</b>	Increase the support available to Moreland schools and ELCs, including through: <ul style="list-style-type: none"> <li>MEFL's free advice and support on energy efficiency and renewable energy options, as well as helping schools to raise funds for solar PV</li> <li>Subsidising more schools and ELCs to participate in ResourceSmart Schools – 'Energy' and 'Core' modules (facilitation by CERES)</li> </ul>	MEFL, Council and CERES	Covered as part of proposed Zero Carbon Behaviour Change program budget (refer to page 9)
	<b>Support community organisations to undertake energy transition initiatives</b>	Support community organisations through: <ul style="list-style-type: none"> <li>Encouraging community groups that are leasing Council facilities to install solar PV at no upfront cost via Council's 'Solar on Leased Facilities' program</li> <li>Encourage community groups to apply for a Community Grant to develop energy efficiency or renewable energy initiatives that benefit the Moreland community.</li> </ul>	Council and MEFL	Within existing Operational budgets
<b>COUNCIL (CORPORATE) ENERGY TRANSITION</b>	<b>Buy electricity from Crowlands Wind Farm to cover 100% of Council's electricity demand</b>	A 10-year Power Purchase Agreement (PPA) with Pacific Hydro and Tango Energy is providing Council with renewable energy from the new Crowlands Windfarm, near Ararat, to meet Council's electricity demand (ie. for all buildings, facilities, street and park lighting where Council pays the electricity bill).	Council	Within existing Operational budgets
	<b>Ensure Council builds highly energy efficient buildings, including onsite renewables and 'no new fossil gas'</b>	Council's building program (new builds, upgrades and renewals) will be delivered to meet (or exceed) ESD standards set in the Moreland Sustainable Buildings Policy (as revised from time to time). In addition, over the five-year period, Council will: <ul style="list-style-type: none"> <li>Aim for 'Passive House' certification for the Wheatshaf Hub in Glenroy. Passive House is a rigorous, voluntary standard for energy efficiency in a building, which reduces the building's</li> </ul>	Council  Key stakeholders: Building users / tenants	Within existing Capital Works budget (between 5% to 10% marginal cost depending on ESD standard, with payback via ongoing operational saving on utilities)

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ZERO CARBON MORELAND – DRAFT Action Plan 2020/21 – 2024/25

Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
		<p>ecological footprint. It results in ultra-low energy buildings that require little energy for space heating or cooling.</p> <ul style="list-style-type: none"> <li>Investigate the feasibility and timing of a planned 'phase out' of fossil gas from Council facilities (including aquatic centres)</li> <li>Pursue ESD excellence in the redevelopment of 33 Saxon Street in Brunswick</li> <li>Review opportunities for energy efficiency upgrades at Council's many small buildings</li> </ul>		
	<b>Maintain Council's 'Carbon Neutral' organisation certification</b>	Maintain Council's annual 'Carbon Neutral' certification by calculating Council's (corporate) GHG emissions each year and offsetting 'residual emissions' (from use of natural gas and liquid fuels) with 'Gold Standard' carbon offsets.	Council	Within existing Operational budget
	<b>Continue to upgrade public lighting in open spaces to be energy efficient</b>	Continue to progressively upgrade public lighting in Council parks and reserves to energy efficient LEDs.	Council	Within existing Capital Budget
	<b>Seek to upgrade major road lighting to be energy efficient</b>	Seek collaboration with VicRoads, Northern Alliance for Greenhouse Action (NAGA) and the Victorian Government to review feasibility of a regional program to deliver an upgrade of major road lighting	Council with others	Requires external funding, with equitable co-funding arrangement and advocacy effort
<b>PLANNING</b>	<b>Zero Carbon Energy Action Plan 2020-25</b>	Develop a detailed sub-plan to this one, that will drive a coherent strategic approach to the community energy-related components of achieving zero net emissions by the year 2040 under the Moreland 2040 Framework.	MEFL with Council and others	

PROMPTER QUESTIONS FOR COMMUNITY AND STAKEHOLDER FEEDBACK

Q 1. GOALS: Do you support the draft Community 2025 Goals for 'Energy Transition'? How relevant are they to you (or your organisation)? How might you (or your organisation) contribute to achieving these goals?

Q 2. KEY INITIATIVES/ACTIONS: Do you support the 'Energy Transition' initiatives we are proposing? Considering the role of local councils in responding to the climate emergency, have we missed something very important? Let us know if you are a stakeholder or potential partner for any of the proposed initiatives.

DRAFT

**SUSTAINABLE TRANSPORT: TOWARDS ACTIVE OR ZERO EMISSIONS TRANSPORT**

**Community 2025 goals - we invite everyone to adopt and help achieve these goals:**

- The proportion of people living in Moreland travelling to work by car (as driver) has decreased significantly (as mid-way progress towards MITs mode-shift goals for 2029) (Note: Household survey data)
- Moreland has significantly higher rates of ownership of Electric Vehicles than the Melbourne metropolitan average

**Council 2025 targets – we will strive to deliver on these targets:**

- <TBC through planning currently underway> kms of new shared path constructed (Note: based on 2019/20 baseline)
- Average emissions across Council’s light vehicle fleet off less than 100g/km CO2-e (combined average as per Green Vehicle Guide)
- Council’s heavy vehicles (eg waste trucks) transitioning to zero emissions – pending commercial availability of suitable vehicles and refuelling infrastructure

Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
<b>TRANSPORT ADVOCACY CAMPAIGNS</b>	<b>Zero Carbon Advocacy Campaigning - Sustainable Transport</b>	<p>Council will contribute to strong and collaborative advocacy campaigns to seek policy and investment to fast track the transition to active and zero emissions transport across Australia.</p> <p>Highest priority advocacy outcomes sought by 2025 include (but are not limited to):</p> <p><u>Australian Government</u></p> <ul style="list-style-type: none"> <li>• Introduce stringent minimum vehicle emissions standards</li> <li>• Provide tax incentives for lowest emissions vehicles and remove tax incentives that encourage unnecessary driving and vehicle purchase</li> <li>• Prioritise and commit funding to significant public transport infrastructure over road infrastructure spending</li> <li>• Develop an electric and autonomous vehicle strategy to embed positive social and environmental outcomes</li> </ul>	Council in collaboration with other sustainable transport stakeholders	Covered as part of proposed Zero Carbon Advocacy Campaigning budget (refer to page 8) from 2020/21

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Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
		<p><u>Victorian Government</u></p> <ul style="list-style-type: none"> <li>Increase funding for active transport projects</li> <li>Develop a statewide policy on speed limits in urban areas</li> </ul>		
<p><b>FACILITATE 'MODE SHIFT' IN MORELAND TO ACTIVE TRAVEL AND PUBLIC TRANSPORT</b></p>	<p><b>Moreland Integrated Transport Strategy (MITS) implementation</b></p>	<p>The Moreland Integrated Transport Strategy (MITS) aims to facilitate a demonstrable shift to sustainable modes of transport and long-term reduction in private car use. Key MITS implementation strategies include:</p> <p><b>Sustainable transport priority</b></p> <ul style="list-style-type: none"> <li>Prioritise access for sustainable transport modes over car travel, including through road space reallocation.</li> </ul> <p><b>Parking management</b></p> <ul style="list-style-type: none"> <li>Expand parking restrictions around activity/ neighbourhood centres</li> <li>Application of maximum car parking rates in Coburg, Brunswick and Glenroy Activity Centres</li> <li>Expand paid all-day parking in Activity Centres</li> </ul> <p><b>Protect local streets from increasing vehicle traffic</b></p> <ul style="list-style-type: none"> <li>Limited trial of 30km/h speed limits</li> <li>Continued rollout of 40km/h</li> <li>Selected road closures</li> </ul> <p><b>Encourage community to use sustainable transport modes</b></p> <ul style="list-style-type: none"> <li>Education / behaviour change programs - See below</li> </ul>	<p>Council</p> <p>Key stakeholders:</p> <ul style="list-style-type: none"> <li>Victorian Planning Minister</li> <li>VicRoads</li> </ul>	<p>As per MITS Implementation Plan</p>
	<p><b>Sustainable Transport behaviour change program</b></p>	<p>As part of the overarching Towards Zero Carbon behaviour change program, Council will develop and implement sustainable travel behaviour change initiatives to increase rates of walking and cycling (as well as public transport use).</p> <p>A key concept to be developed is a program to involve and empower young people (Grade 5 – 6) to become active travellers (biking, walking, scooting etc) to and from school. Fostering the skills, confidence and a 'social norm' amongst young people has potential to drive 'generational change' towards</p>	<p>Council</p> <p>Key stakeholders:</p> <ul style="list-style-type: none"> <li>Schools</li> <li>CERES</li> </ul>	<p>Covered as part of proposed Zero Carbon Behaviour Change program budget (refer to page 8) and MITS implementation plan (above)</p>

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Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
		<p>sustainable transport (building on the current trend of more young people choosing not to get a driver licence). The initiative would build on lessons from 'walk to school' and 'ride to school' programs. A tailored school-by-school approach is anticipated, ideally also addressing local infrastructure barriers to active travel to school and emphasising co-benefits for children's health and self-confidence.</p> <p>Other concepts requiring further investigation include:</p> <ul style="list-style-type: none"> <li>An E-bike loan scheme – providing interested people with the chance to trial an e-bike or cargo bike over a period of time before purchase.</li> <li>Public events such as Cyclovia or Car Free Days to foster a cycling culture and highlight co-benefits of sustainable travel.</li> </ul>	<ul style="list-style-type: none"> <li>Department of Health</li> </ul>	
	<b>Sustainable travel and commuting by Council staff</b>	Continue promoting and incentivising sustainable travel and commuting by Council staff.	Council	Within existing operating budgets
<b>ZERO EMISSIONS VEHICLES</b>	<b>Expand the network of public and private Electric Vehicle (EV) charging stations across Moreland and beyond.</b>	<p>Facilitate expansion of the network of public and private Electric Vehicle (EV) charging stations across Moreland and beyond. Supportive actions to include:</p> <ul style="list-style-type: none"> <li>Direct installation by Council of renewably powered fast charge stations to service Council's expanding fleet of EVs (including stations available to the public)</li> <li>Promotion of EV charging infrastructure within or adjacent to new private developments via ESD Policy implementation and seek to raise standards for 'future proofing' developments for broader take-up of EVs</li> <li>Collaboration with 'car share' businesses (eg GoGet, Flexicar etc) to accelerate transition to electric vehicles</li> <li>Share expertise with other local governments and stakeholders to foster expanded charging network across metro area and key regional and interstate routes.</li> </ul>	<p>Council</p> <p>Key stakeholders:</p> <ul style="list-style-type: none"> <li>VicRoads</li> <li>Private developers</li> <li>'Car share' businesses</li> </ul>	Within existing Capital & Operating Budgets

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Focus Area	Key Initiatives/ Actions	Description/ delivery approach	Responsibility	Estimated budget
	Transition Council's light vehicle fleet to low or zero emissions vehicles and optimise fleet size	Reduce year-on-year emissions from Council's passenger and light commercial fleet through application of Council's Light Vehicle Policy 2018.	Council  Key stakeholders: <ul style="list-style-type: none"> <li>EV manufacturers and importers</li> </ul>	Within existing budgets
	Continue testing feasibility and pathways for the transition from diesel to zero emissions for Council's heavy vehicle fleet	Continue demonstrating Council leadership and commitment to stimulating development of zero emissions hydrogen fuel cell technology in the transport mobility space.  Council maintains that a well-balanced and resource responsible path to a zero-emissions transport future will <i>likely</i> see Battery Electric Vehicles (BEVs) fill most of the personal transport space, and Fuel Cell Electric Vehicles (FCEVs) the majority of the commercial and public transport space.	Council  Stakeholders: <ul style="list-style-type: none"> <li>State Government</li> <li>Heavy vehicle manufactures</li> </ul>	Progress within existing budgets. New initiative funding subject to Business Case.

PROMPTER QUESTIONS FOR COMMUNITY AND STAKEHOLDER FEEDBACK

Q 1. GOALS: How supportive are you of the draft Community 2025 Goals for 'Sustainable Transport'? How relevant are they to you (or your organisation)? How might you (or your organisation) contribute to achieving these goals?

Q 2. KEY INITIATIVES/ACTIONS: Do you support the initiatives we are proposing? Considering the role of local councils in supporting the transition to sustainable transport, have we missed something very important? Let us know if you are a stakeholder or potential partner for any of the proposed initiatives

**WASTE AND CONSUMPTION: TOWARDS A CIRCULAR ECONOMY WITH ZERO WASTE**

Community 2025 goals - we invite everyone to adopt and help achieve these goals:

- Increase in the proportion of Moreland households composting or worm farming (against 2020 levels)
- Increase in community-based 'share economy' groups/initiatives (eg. Tool libraries, food swaps etc)

Council 2025 targets – we will strive to deliver on these targets:

- Council's food and garden organics waste service is delivering 'best in class' outcomes in Victorian context
- Moreland business and commercial generators of food waste have access to the required information and technologies and/or service options to responsibly manage their food and organic waste

Focus Area	Key Initiatives/ Actions	Description / delivery approach	Responsibility	Estimated resourcing
<b>WASTE ADVOCACY CAMPAIGNS</b>	<b>Zero Carbon Advocacy Campaigning - Waste and Consumption</b>	<p>Council will collaborate with others to campaign for action to address Australia's waste crisis and accelerate the transition to a circular economy across Australia.</p> <p>Highest priority advocacy outcomes sought by 2025 include (but are not limited to):</p> <p><u>Australian Government</u></p> <ul style="list-style-type: none"> <li>• Coordinate a national response to the crisis in the Australian recycling industry, prioritizing 'circular economy' opportunities</li> <li>• Expand the product stewardship scheme to include more products, e.g. packaging</li> <li>• Ensure labelling of carbon emissions on products</li> </ul> <p><u>Victorian Government</u></p> <ul style="list-style-type: none"> <li>• Acknowledge waste services as an 'essential service' and urgently invest landfill levy funds to develop financially</li> </ul>	Council with collaborative stakeholders	Within proposed Zero Carbon Advocacy Campaigning budget (refer to page 8) from 2020/21

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Focus Area	Key Initiatives/ Actions	Description / delivery approach	Responsibility	Estimated resourcing
		<p>and environmentally sustainable waste management in Victoria</p> <ul style="list-style-type: none"> <li>• Build regional facilities and processes for high-capacity recycling and advanced organics processing</li> <li>• Integrate use of recycled products in government purchasing policies and specifications, and support councils and businesses to do likewise.</li> </ul>		
RESIDENTIAL ORGANICS	Food and garden waste kerbside service and infrastructure	<p>Following extended community engagement and detailed implementation planning, introduce a 'best practice' municipal-wide food and garden waste kerbside collection service.</p> <p>As part of Council's aspiration to see zero waste to landfill by 2030, a food and garden waste bin service is ultimately expected to be part of a redesigned 'universal 3-bin bin service' – including collection of residential food and garden waste (weekly), mixed recycling (switched to fortnightly), and garbage to landfill (switched to fortnightly).</p>	<p>Council</p> <p>Key stakeholders:</p> <ul style="list-style-type: none"> <li>• Veolia</li> <li>• Metro Waste Group</li> </ul>	<p>As per funding for Waste and Litter Strategy implementation funding</p> <p>Proposed to be funded via Waste Charge</p>
	Food Waste – community behaviour change program	<p>Consistent with the Waste and Litter Strategy, seek to develop and implement 'best practice' food and organic waste education and behaviour change program (leveraging digital platforms, intermediaries, face-to-face engagement and grass-roots campaigning). Target outcomes to include:</p> <ul style="list-style-type: none"> <li>• A campaign to ensure community support and compliance with the new food and garden waste kerbside service</li> <li>• Helping residents to avoid food waste in the first place (through conscious shopping, food swaps, food storage etc)</li> <li>• Increasing adoption of home / community composting/worm farming (via Community Composting Hubs, subsidised compost bins/worm farms from <a href="http://www.compostcommunity.com.au">www.compostcommunity.com.au</a> etc)</li> </ul>	Council	<p>As per Waste and Litter Strategy implementation funding</p> <p>Includes dedicated Food and Organic Waste officer and education program currently referred to the 2019/20 budget process</p> <p>Proposed to be funded via Waste Charge</p>

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Focus Area	Key Initiatives/ Actions	Description / delivery approach	Responsibility	Estimated resourcing
	Foster tailored solutions for recycling of organic waste from medium- and high-density residential developments	Space constraints and shared services in many medium-and high-density residential developments make kerbside pickup of food waste more challenging. Council will work with neighbouring councils and stakeholders to find and develop solutions, including through: <ul style="list-style-type: none"> <li>For existing residential developments, investigation and trial of on-site composting systems and/or tailored food waste collection services (Council or private providers)</li> <li>For new/future private developments, seek to ensure better waste management infrastructure (including for organic waste stream) through application of best practice guidance in refined planning standards, permit conditions and proactive enforcement.</li> </ul>	Council (in collaboration with MEFL) and willing developers / building owners / tenants	As per Waste and Litter Strategy implementation funding and Proposed FOGO implementation funding  External co-funding likely required for trials of on-site waste management technologies.  Proposed to be funded via Waste Charge.
<b>BUSINESS/ COMMERCIAL ORGANICS</b>	Foster solutions for food waste avoidance and organics recycling from food businesses (cafes/restaurants, fresh food markets, food manufacturers etc) and other medium-scale organic waste generators	Collaborate with neighbouring councils and stakeholders to enable businesses to minimise and divert food waste from landfill: <ul style="list-style-type: none"> <li>Investigate and support businesses to trial on-site composting systems and other potential solutions (anaerobic digestion and pyrolysis), and share successes</li> <li>Actively promote food waste avoidance and re-use businesses (such as Reground and Yume Foods) and social enterprises (such as Second Bite and FareShare etc)</li> <li>Review Council's Commercial Plus waste service to consider introduction of an organics collection service.</li> </ul>	Council (in collaboration with MEFL) and willing businesses / waste generators	Within existing budgets.  External funding likely required for on-site waste management trials.
<b>CIRCULAR ECONOMY (BEYOND ORGANICS)</b>	Towards Zero Waste Communities, Businesses and Schools	Through implementation of the Waste and Litter Strategy 2018, develop and deliver 'best practice' behaviour change and initiatives to foster zero waste and 'circular economy' principles.  Key implementation initiatives include:	Council  Key stakeholders: <ul style="list-style-type: none"> <li>CERES</li> </ul>	As per Waste and Litter Strategy implementation funding and Economic Development strategy.

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Focus Area	Key Initiatives/ Actions	Description / delivery approach	Responsibility	Estimated resourcing
		<ul style="list-style-type: none"> <li>Community engagement and education focused on contamination of kerbside recycling and single-use plastic.</li> <li>Promote participation in local sharing economy groups (eg Good Karma Networks, ShareMelbourne, 'repair cafes' and 'tool libraries' etc)</li> <li>Promote Council's Community Grants Program as a way to supports groups, organisations and individuals to implement zero waste initiatives that benefit the Moreland community.</li> <li>Business Moreland support for businesses to be environmentally-friendly and resource efficient, and foster emergence of social enterprises and entrepreneurs applying circular economy principles.</li> </ul>	<ul style="list-style-type: none"> <li>Schools</li> <li>Council building tenants and users</li> <li>Community sharing economy initiatives</li> </ul>	Covered by proposed dedicated recycling and plastic-wise officer and education program request referred to 2019/20 budget to be funded via Waste Charge.
	<b>Towards Zero Waste Council</b>	<p>Lead by example (and influence our supply chain) to reduce Council's operational waste and the carbon footprint of Council's facilities and services, including by:</p> <ul style="list-style-type: none"> <li>Specifying use of recycled content and/or 'carbon positive' materials in Council construction projects eg recycled-content bollards / benches, cement and asphalt, cross-laminated timber etc</li> <li>Ensuring Council events, festivals and offices are 'waste-wise' and eliminating use of single-use plastic items</li> <li>Increasing use of local and environmentally-friendly caterers for Council meetings and Civic events, avoiding packaging waste and prioritising seasonal and vegetarian selections.</li> </ul>	<p>Council</p> <p>Key stakeholders:</p> <ul style="list-style-type: none"> <li>Council suppliers</li> <li>Manufacturers of recycled content materials</li> <li>State Government</li> <li>Metro Waste</li> </ul>	<p>As per Waste and Litter Strategy implementation funding</p> <p>Partly covered by proposed dedicated recycling and plastic-wise officer and education program request referred to 2019/20 budget to be funded via Waste Charge</p> <p>And partly covered by existing resources.</p>

PROMPTER QUESTIONS FOR COMMUNITY AND STAKEHOLDER FEEDBACK

Q 1. GOALS: How supportive are you of the draft Community 2025 Goals for 'Waste and Consumption'? How relevant are they to you (or your organisation)? Can you suggest other goals that could be considered?

Q 2. KEY INITIATIVES/ACTIONS: Do you support the initiatives we are proposing? Considering the role of local councils in supporting the transition to sustainable waste management and a 'circular economy', have we missed something very important? Let us know if you are a stakeholder or potential partner for any of the proposed initiatives

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## LONGER-TERM OPPORTUNITIES (2025 – 2030)

The key programs and actions listed previously describe our proposed high priority activities for implementation through 2020 – 2025, pending funding availability.

Several longer-term opportunities were also noted in the Zero Carbon Moreland - 2040 Framework and through stakeholder consultations. Keeping up to date on emerging opportunities is an ongoing activity. Through work streams including the Zero Carbon Innovation Program, Council and delivery partners including MEFL will retain flexibility to investigate the feasibility of emerging solutions and undertake pilots as the external opportunities emerge (e.g. new grant funding programs, new business or financing models etc). This could mean that work on a longer-term concept is brought forward and other initiatives (that are not proving effective) are put on-hold or revised.

Longer term concepts include:

- Facilitate engaged residents/investors to invest in 100% renewable energy – solar gardens / solar farms / Power Purchase Agreements
- Facilitate residents to participate in and benefit from energy trading
- Incentivise EV uptake – e.g. parking permit fee-waver etc.
- Test integration of EVs into grid management
- Transition Council aquatic centres to alternatives to fossil gas (ie heat pumps)
- Develop partnership and project plan for clean-tech incubator hub
- Initiate a zero-carbon precinct alliance.

## MONITORING OUR PROGRESS TO 2025

Prior to the finalisation of this Zero Carbon Moreland – Action Plan 2020 – 2025, Council will document an overarching ‘Program Logic’ for the Zero Carbon Moreland transition, which will graphically describe how our extensive program of initiatives and actions designed to progress towards our Vision for zero carbon in Moreland by 2040 is intended to work.

Program Logic models are a very powerful tool for creating a dialogue and shared understanding of a program between different stakeholders. They can express a ‘chain of reasoning’ linking investment and activities with outputs, intermediate impacts and longer-term outcomes. The overarching Program Logic, and potential sub-models for Energy, Transport and Waste, will be a critical element of establishing our program monitoring and evaluation. It will help us confirm our Community goals and Council targets are appropriate and will likely identify some new progress indicators.

A summary of the Program Logic and Monitoring and Evaluation Framework will be included in the final Action Plan for adoption. Key activities and achievements through implementation of the Zero Carbon Moreland Action Plan will be reported to Council in June each year, including progress against targets (pending data availability).

The concept of a ‘Moreland Emissions Progress Monitoring Tool’ is being investigated by MEFL to clarify value and feasibility. Conceptually, the tool would provide ongoing capacity for drawing on data from a range of sources such as Victorian Energy Efficiency Certificates and the Australian Photo Voltaic Institute as well as macro sources such as ABS and ABARES statistics. Such a tool

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may have potential to provide insight into the emissions profile of the Moreland community. It could provide a way for the community, Council and MEFL to measure progress in emissions reduction and inform refined initiatives.

PROMPTER QUESTIONS FOR COMMUNITY AND STAKEHOLDER FEEDBACK

Q 1. Would public reporting on per capita and total emissions be useful? Are there ways that this will assist you or your organisation to pursue a safe climate?

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# DCF20/19 KERBSIDE FOOD WASTE COLLECTION SERVICE OPTIONS - COUNCIL ACTION PLAN ITEM (D19/123875)

## Director City Futures

### City Change

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#### Executive Summary

At the December 2018 Council meeting, Council along with adopting the Waste and Litter Strategy 2018, resolved to receive a report by April 2019 on the proposed implementation plan for implementing Food Organics Green Organics (FOGO) in Moreland.

The FOGO implementation plan is the proposed method for introducing food waste into the kerbside green waste collection service and rolling out FOGO bins and accompanying education and service changes across the entire municipality.

The purpose of introducing a kerbside food waste collection service is to reduce food waste to landfill and the greenhouse gas emissions resulting from this material decomposing in landfill. A kerbside collection makes it easy for residents to divert this material from landfill and is likely to have greater uptake than alternatives such as composting. Improved waste management technology and methods now enable organic food material and garden green waste to be treated in combination to deliver useful compost material. A number of Victorian Council's have now successfully transitioned their waste service to successfully incorporate a FOGO service.

Evidence suggests that the optimal food waste diversion from landfill can be achieved through a 'universal service' entailing weekly FOGO collection from every household with alternating fortnightly residual garbage and fortnightly recycling collections. This is the proposed end goal for integration of FOGO into Moreland's residential waste service. As food waste makes up 52% of Moreland's garbage stream, this service has the potential to divert up to around 15,000 tonnes of food waste from landfill annually.

Feedback from the 4-month trial of the fortnightly collection of food waste via the green waste bin in an area of Pascoe Vale and Pascoe Vale South indicates that weekly collection for FOGO with fortnightly residual garbage would make the service more appealing to users. Further information on the trial can be found in the interim review report at Attachment 1 to this report.

Introducing a FOGO service in Moreland is the biggest change to occur in waste services since the introduction of kerbside recycling some 20 years ago. Change brings with it opportunities as well as risks as people adapt to new behaviours. Key risks for implementing a FOGO service include bin contamination, failure to allow adequate time for communication and community education as well as operational impacts. On site and kerbside space constraints and servicing medium to high density developments are additional challenges to overcome.

Council's current waste collection service configuration is weekly garbage, weekly recycling and fortnightly opt-in green waste. A significant number of service and bin size changes will be required to transition the municipality to an optimised universal service with weekly FOGO. Three distinct pathways for implementation between 2019/2020 and 2021/2022 have been considered that all result in the optimal food waste diversion service:

- Option A – Stage over 3-years by geographic area.
- Option B – Stage over 2 rounds of service changes.
- Option C – Hybrid (recommended) - opt-in FOGO initially then full roll out to entire municipality in the second half of year 2.

While each option culminates in a universal FOGO bin with a weekly collection by Year 3, option C is the recommended approach as it allows for extensive planning, education and community engagement prior to universal roll out, can take advantage of municipal-wide communication channels and a one-off change to service configuration/collection frequency.

The option C – Hybrid includes the positive elements of options A and B and mitigates the risks of each. Under this model, service users can opt-in (by ordering a green bin if they don't have one) and begin putting food and garden waste into their green bin as of 1 July 2019. This enables 'early adopters' to access a fortnightly FOGO service without an additional charge from year 1. Extensive community engagement and education would be undertaken over years 1 and 2 to inform implementation of a full universal service roll out across the municipality in the second half of year 2 (approximately March/April 2021).

Remaining risks for this option include low uptake and low diversion rate of food waste prior to universal roll out, and confusion in year 2 associated with the waste service changes and the requirement for new waste management behaviours in households municipal-wide. Best practice planning, behaviour change education, monitoring and resourcing will help to mitigate these risks.

## **Officer Recommendation**

That Council:

1. Notes the preliminary results of the Food Organics Green Organics (FOGO) pilot in a portion of Pascoe Vale/Pascoe Vale South at Attachment 1 to this report.
2. Endorses implementation option C - Hybrid, being to opt-in Food Organics Green Organics (FOGO) prior to proposed 'universal service' rollout in March/April 2021 of year 2, as the foundation for detailed implementation planning and community engagement.
3. Notes the estimated financial impacts on the annual waste charge will be referred to the annual budget process.
4. Discontinues the application of the one-off green waste service 'connection fee' as of 1 July 2019, enabling opt in food and garden waste.

## **1. Policy Context**

The Council Plan 2017 – 2021 includes a key priority to:

- Enhance the environmental outcomes of Council waste services and increase the communities' awareness/participation in environmental initiatives to reduce waste to landfill.

CAP:59 of the Council Plan 2017 – 2021 includes the action:

- Progress the transition of diverting food waste from the garbage bin to the green bin by providing timeline and implementation plans to Council for action.

At the December 2018 Council meeting, when adopting the Waste and Litter Strategy 2018 – 2022, Council resolved to receive a report by April 2019 on the proposed implementation plan for Food Organics Green Organics (FOGO).

The Waste and Litter Strategy 2018 – 2022 includes a target of zero waste to landfill by 2030 with a key action to:

- Undertake a trial prior to establishing a kerbside food waste collection service for residential properties through the green waste service. Determine service model (opt-in or universal) and cost for roll out across the municipality.
- Trial and evaluation in 2018/2019.
- Roll out to commence in 2019/2020.

The Zero Carbon Evolution Strategy - Refresh to 2020 (Sept 2018) includes the action to aim for 100% uptake of food and garden waste kerbside collection by 2020.

The Zero Carbon Moreland – 2040 Framework (September 2018) includes waste and consumption as one of three strategic directions and a 2040 goal of zero waste and a circular economy.

At the December 2018 Council meeting, Council resolved via Notice of Motion NOM63/18 to:

- Receive a report about providing all households in the municipality that pay the annual waste levy a free 120 litre green waste bin upon request, if they currently do not have one. The report should outline the costs and environmental benefits of connecting more people to the green waste collection service.

## **2. Background**

Council entered into the North West Organics Processing contract in 2011. The contract is managed by the Metropolitan Waste and Resource Recovery Group (MWRRG) on behalf of the 11 participating councils located in the north west of the metropolitan region. The 15-year organics processing contract was awarded to Veolia Environmental Services who established a purpose built in-vessel composting facility in Bulla to service the contract. The facility was designed to process food organics (food waste) along with garden organics (green waste) and began operating in 2013. The contract is due to end in April 2027.

Collecting food waste at the kerbside is the most efficient method available to Council to divert this valuable resource away from landfill. According to the 2015 kerbside garbage audit the average Moreland garbage bin contains 52% food waste (by weight). Sending this material to landfill creates methane, a harmful greenhouse gas, contributing to climate change. Processing food waste along with garden waste at a purpose built in-vessel composting facility, instead produces compost, a useful end-product that can be used on farms and in other applications to improve soil quality.

The opt-in green waste fortnightly collection service is currently used by 59% of households in Moreland. To achieve the highest possible diversion rate (percentage of total waste bin diverted from landfill) every household across the municipality will require a FOGO bin. Adding the FOGO bin to the standard universal service will ensure access, however it will not guarantee participation at a household level.

Other municipalities across Victoria currently operating FOGO services are achieving diversion rates of between 35% and 77%. Those with the highest rates of diversion are taking their mixed food and garden organics to composting facilities that accept food waste in compostable bags used as liners for benchtop food waste caddies. Caddy liners can improve diversion because they ameliorate issues such as bin mess, smell and infestation. These issues occur when food is placed loosely within the bin. A bag acts as a barrier to pests and smell, when this is not present the decomposing food in the bin can attract flies and other pests as well as generate odour, especially in hot weather. Being able to contain food waste in compostable bags ensures the green waste bin stays cleaner, reducing the need to wash out bins. Conversely, Council has also been advised that the use of liners can lead to higher contamination of non-compostable material concealed within liner bags.

The Veolia facility that Council is contracted to use until 2027 does not currently accept food waste in compostable bags as part of their FOGO service.

As with all waste services, three key factors will determine how successful the service is, both now and into the future, being participation, knowledge and compliance. Providing the right mix of infrastructure, education and monitoring will assist with adoption of the correct behaviours, knowledge of service rules and ongoing compliance. Failure to roll out the FOGO service well could conversely result in poor understanding, resistance and non-compliance resulting in high contamination rates and cost impacts.

The recommended implementation approach ensures there is a heavy focus on pre-engagement, ongoing education and monitoring. It incorporates costs for operational changes (bin lid/body change-overs, service frequency changes) and education (brochures, stickers, letter box drops, advertising, kitchen caddies, bin inspections etc). These costs are proposed to be recouped through the annual waste charge.

The proposed implementation approach builds on learnings gained through the FOGO trial in Pascoe Vale and Pascoe Vale South between November 2018 and March 2019 and workshops and multi-criteria assessment of options by MRA Consulting. Further information and evaluation of the Pascoe Vale trial is included at **Attachment 1** to this report.

### 3. Issues

Diverting food waste from landfill will help Council to progress two important community sustainability goals:

- zero greenhouse gas emissions by 2040; and
- zero waste to landfill by 2030.

Whilst Council has control over how the waste service is configured, delivered and promoted, reaching the full potential of the service will be in the hands of the community.

Moreland is not the first municipality to roll out a kerbside FOGO service and much can be learned from the experience of other municipalities. Known risks to FOGO success are low participation, contamination and resource loss. Potential barriers to participation are perceptions of smell, mess and infestation within the bin. Physical barriers include bin capacity and storage issues. Residents who already compost their food waste at home may not participate due to a perception that a kerbside collection service is not relevant to them. Added challenges in the Moreland context are the high proportion of medium to high density dwellings, the diverse range of languages spoken at home, and the relatively high proportion of renters compared to homeowners.

Social research undertaken by Sustainability Victoria in 2018 on recycling behaviour and contamination reinforces knowledge gained through previous research that those most likely to contaminate the recycling bin are male, younger Victorians and those from CALD backgrounds. Additionally, those living in apartments/units are less likely to recycle common recyclables and more likely to contaminate their recycling bins with non-recyclable items, compared to residents in a separate house or town house.

High contamination poses a significant risk to the viability of the FOGO service as loads are likely to be taken to landfill at contamination levels above 10%.

Contamination also poses a significant financial risk as higher rates of contamination result in an increase to the processing facility 'gate fee'. Implementation needs to be done in such a way that contamination is monitored with regular ongoing education to ensure contamination in the FOGO service does not regularly exceed 3 – 4%.

In addition to the greater risk of contamination at medium to high density Multi-Unit Developments (MUDs) a further issue is the current servicing arrangement at many of these developments. Currently approx. 7,000 dwellings do not use a Council waste collection service but instead use a private waste collection company, as the current service model used by Council cannot be accommodated at these sites. Of the MUDs that are serviced by Council the preferred model is to provide shared bins to reduce storage space requirements and bin congestion on collection days. A large proportion of these sites do not currently use the green waste service, as often there is little or no garden requiring maintenance. Adding a third bin to the universal service will pose a significant challenge at sites with limited bin storage area.

Given the limited availability of garden waste at many of these sites it will be necessary to consider other service options specifically designed to address the needs at MUDs. City of Yarra and City of Stonnington are both trialling food waste diversion programs at MUDs, utilising different systems (on site worm farms in Stonnington and dehydrators in Yarra) the results of these trials need to be reviewed in determining the best approach for MUDs in the City of Moreland.

## **Environmental implications**

Food and other biodegradable wastes produce methane when disposed of in landfill. Diverting food waste from landfill therefore not only reduces the amount of waste being sent to landfill but also the amount of greenhouse gas emissions generated. The implementation of FOGO is high priority initiative in the Zero Carbon Moreland – 2040 Framework. The greater the diversion or recovery of organic material the greater the benefit in greenhouse gas emissions reduction. The end goal of implementation is therefore to provide a FOGO service to every household in the municipality to achieve the greatest diversion.

Landfill is an unsustainable waste management practice. In addition to releasing greenhouse gas emissions, landfill creates liquid waste or leachate, which can pollute underground water sources, harming the environment and human health. Landfill requires huge areas of land, and once full they do not go away but continue to generate pollution for years to come. Landfill is a dead end for resources, with many repairable, reusable or recyclable items being buried.

The gate fee to landfill waste is high when compared to recycling or green waste processing, and the costs to manage landfill continue beyond the useful life of the landfill. These costs will be passed on to future generations. With competing land use pressures and population growth, finding suitable locations with appropriate buffers in proximity to metropolitan Melbourne is also becoming more difficult. Composting and recycling are preferable processes to landfill as they divert materials away from landfill and instead recycle resources, generating usable end products.

## **Social implications**

Moreland has a diverse community with mixed housing stock. The municipality has changed significantly since Mobile Garbage Bins (MGBs or wheelie bins) were introduced for the kerbside collection of waste. According to the 2016 census 44% of Moreland's population now live in medium to high density housing. Approximately 7,000 dwellings do not use Council waste collection services. Changing the configuration of bins to enable a FOGO collection can address the issue of bin congestion at kerbside by capping at two the number of bins per household on any collection day. Delaying universal roll out until year 2 allows for extensive community engagement pre-roll out, with appropriate consideration of how best to service MUDs and other properties that do not access Council's waste service.

## **Economic implications**

The provision of waste collection and disposal services is expensive. There are also associated costs out of the control of Council such as the state government regulated landfill levy. Contamination of recycling and green waste bins adds additional service costs. All costs need to be considered when the annual Waste Charges are determined so the full costs of service delivery are recovered. Any reduction in the amount of waste sent to landfill and efficiency gained through the reconfiguration of bin size and collection frequencies can have a positive economic benefit, with potential savings passed on to the broader community through a reduced Waste Charge.

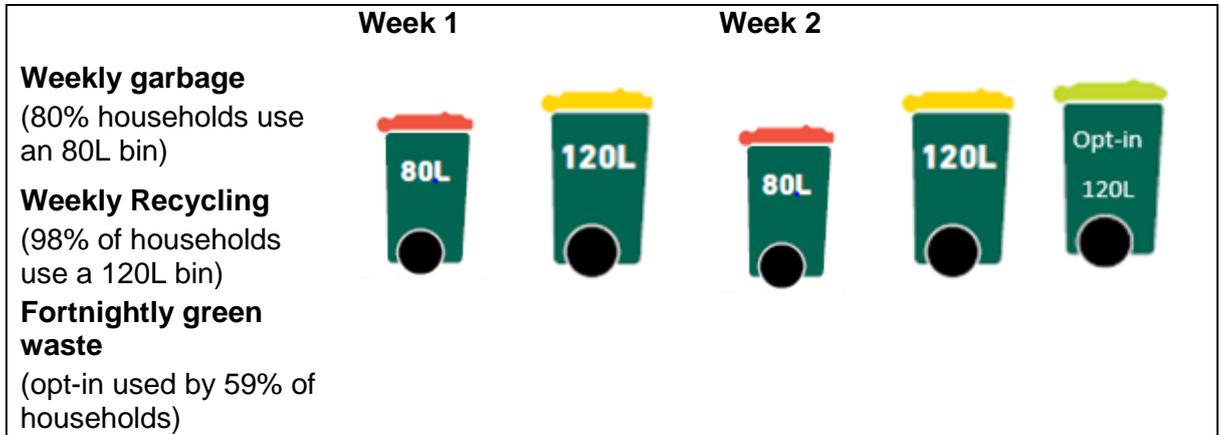
## **Regional/strategic implications**

Council is part of the regional North West Organics Processing contract. The contract is managed by the Metropolitan Waste and Resource Recovery Group (MWRRG) on behalf of the 11 participating councils located in the north west of the metropolitan region. The contract with Veolia Environmental Services runs for 15 years and ends in April 2027.

### Service implementation options

Three different implementation options have been considered in the preparation of this report. All options propose implementation between the 2019/2020 and 2021/2022 financial years and would culminate in the optimal and universal FOGO bin with a weekly collection by year 3 (2021/2022) at the latest.

#### Current waste collection service configuration

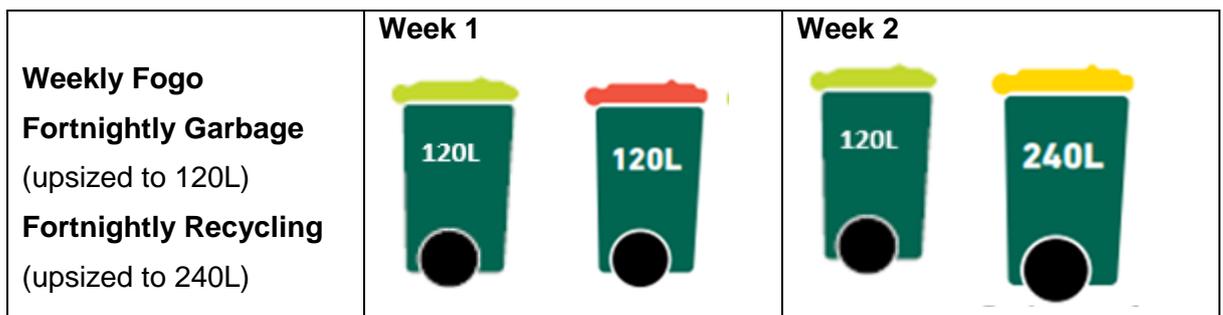


#### Option A - Stage over three years by geographic area

This implementation option was presented in the Waste and Litter Strategy 2018 adoption report at 12 December 2018 Council meeting and would involve the introduction of the optimal and universal weekly FOGO service staged across geographic areas over three years:

- weekly FOGO collection;
- alternating fortnightly garbage and fortnightly recycling collection;
- municipality split into three geographical areas; and
- each year of the three-year roll-out, an additional third of the municipality would be switched from the current model to the universal model.

#### Option A service configuration



This option forces change on residents with little to no engagement prior to the roll out. Possible negative outcomes from this approach to change include:

- high contamination (through protest, insufficient bin capacity or ignorance of change);
- low participation/resistance (due to Council mandating service change as a first step);
- minimal time for community engagement prior to implementation in first year;
- no ability for municipal-wide broadcasting; and
- making residents in the latter 2 areas wait for the service, which could lead to frustration and cynicism

This option requires Council to operate two different service models over the 3 years of implementation which will require different servicing schedules, communication and education. The staged implementation does however allow for costs to be spread over 3 financial years. The one step change means residents in the new service area can receive all the information they need about bin size and service changes at one time and lessons can be learned from the first roll out to inform roll out in the second and third stages.

The downside is they will have multiple changes to adapt to all at once and the information they receive explaining these changes will be complex (i.e. collection schedule changes for all 3 services). The complexity of the changes may generate a significant volume of requests and complaints to the Customer Services and Waste Services teams.

Although this option presents high potential for diversion from the serviced area the key risks outweigh potential diversion opportunities.

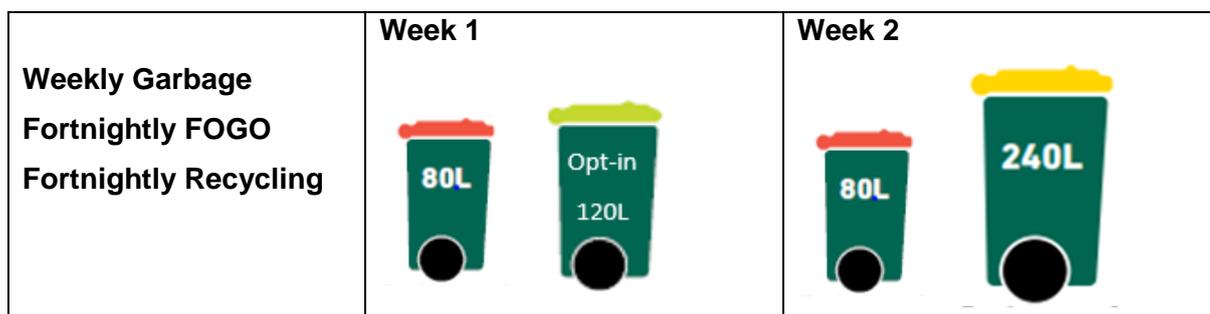
**Option B - Stage over two rounds of service changes**

Under Option B, the FOGO service model would be available to existing service users as of July 2019.

At Stage 1 (2019/20)

- FOGO to remain an opt-in fortnightly service;
- Recycling switches to a fortnightly collection;
- Garbage remains a weekly collection; and
- Community consultation prior to Stage 2 roll out.

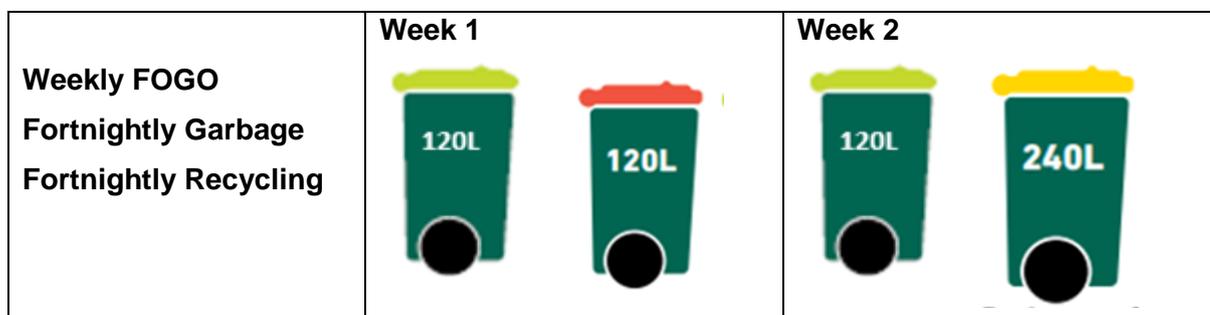
**Option B Stage 1 service configuration:**



At Stage 2 (2020/2021 or 2021/2022)

- FOGO switches to a universal weekly collection service
- Garbage switches to a fortnightly collection to alternate with recycling.

**Option B Stage 2 service configuration:**



This municipal-wide approach allows residents to adopt new behaviours voluntarily only requires one service change initially and allows for municipal-wide messaging with a greater opportunity to manage the risks of poor understanding and contamination.

Key risks of this option include:

- low uptake of service leading to low diversion;
- low participation of existing service users;
- low participation in non-FOGO collection weeks;
- confusion and annoyance because of the 2 stage service disruption; and
- service changes throughout the 3-year implementation period.

There is also a risk of service rejection at stage 2 when garbage residual switches to fortnightly and bin size is changed.

This option allows for municipal-wide messaging and greater opportunity to manage the risks of poor understanding and contamination. Keeping the FOGO service as an opt-in service may mitigate the risk of high contamination at the inception of the service. However, one service collection frequency change at this stage means a further 2 service collection frequency changes to cope with at stage 2 of implementation.

This option allows for education but no community engagement to hear the views of the community prior to switching the recycling service to a fortnightly collection.

**Option C – Hybrid (Recommended) - Opt-in FOGO prior to proposed ‘universal service’ from late Year 2**

This implementation approach includes elements of options A and B.

Year 1 (2019/2020)

- FOGO available municipal-wide to existing service users as of 1 July 2019;
- early adopters able to opt in to receive a fortnightly service without extra charge;
- extensive community engagement prior to implementation.

**Option C Year 1 service configuration:**

	<b>Week 1</b>	<b>Week 2</b>
<p><b>Weekly Garbage</b>  <b>Weekly Recycling</b>  <b>Fortnightly FOGO (opt in)</b></p>		

Year 2 (2020/2021)

- full universal service roll out across the municipality in the second half of the 2020/21 financial year;
- weekly FOGO collection; and
- alternating fortnightly garbage and fortnightly recycling collection;

**Option C Year 2 service configuration:**

	<b>Week 1</b>	<b>Week 2</b>
<p><b>Weekly FOGO</b>  <b>Fortnightly Garbage</b>  <b>Fortnightly Recycling</b></p>		

This municipal wide option provides time to determine the best approach/es to service delivery at Multi-Unit Developments (MUDs), where on-site space constraints, shared waste bins and lack of garden waste materials make introduction of FOGO particularly challenging and a food only service may require other treatments to a kerbside collection.

The one step change to all services means residents can receive all the information they need about the service changes at one time. The downside to this is they will have multiple changes to adapt to all at once and the information they receive explaining these changes will be complex (i.e. collection schedule changes for all 3 bin services). The complexity of the changes will likely generate a significant volume of requests and complaints to the Customer Services and Waste Services teams. Appropriate education, monitoring and resourcing will help to mitigate these risks.

The option C – hybrid model is the preferred approach as it allows for extensive community engagement prior to the universal roll out, consistent messages for the entire municipality, and all bin size and service changes being communicated to residents occurring at the one time. This option moves Council towards its goal of zero waste to landfill achieving full rollout to the entire municipality in Year 2 rather than Year 3.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

#### **4. Consultation**

- Councillors have been consulted at the Councillor Briefing workshops held on 12 March 2019 and 18 March 2019.
- The Moreland Executive Group has been consulted in the assessment of FOGO roll out options on 28 February and 14 March 2019.
- The FOGO Working Group (staff from the Waste Services, ESD and Communications Units) has met several times to review options (considering pros, cons and risks) and consider preliminary implementation planning.
- Members of the Sustainable Moreland Advisory Group have been consulted at meetings held on 20 November 2018 and 28 February 2019.
- Participants in the FOGO trial were consulted pre-trial in November 2018 and will be again following completion of the trial in March 2019.
- Option C – Hybrid allows for extensive community engagement and discussion prior to the changeover to universal FOGO i.e. weekly FOGO/fortnightly garbage and recycling collection.

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## 6. Financial and Resources Implications

Under option C, as of 1 July 2019, the fortnightly FOGO service will be available to all households paying the annual waste charge that currently have a green waste bin. New users connecting to the service will receive a FOGO bin free of charge.

The cost to supply a new bin is approximately \$47 for a 120L bin or \$55 for a 240L bin. The Waste Charge proposed for adoption in the 2019/2020 budget process would include some \$500,000 to cover expected provision of additional green bins.

Consistent with the Waste and Litter Strategy action plan, roll-out of FOGO (and associated community engagement and education and service initiatives to divert food and garden waste from landfill) requires employment of a dedicated program officer and engagement/education program funds from 2019/2020. Following adoption of the implementation plan a communications and engagement plan will be developed for both initial opt-in and the municipal-wide roll out. This will further refine the material costs for service education and promotion in 2020/2021. A further \$534,000 is therefore required to cover costs associated with food and garden waste community engagement, education, and behaviour change in 2019/2020.

Estimates suggest that roll out of Option C in 2020/2021 will require some \$7.8 million to fund new bins and upsized bins and service changes required for the municipal-wide roll out of weekly FOGO, fortnightly garbage and fortnightly recycling collections. This cost will be recouped through the annual waste charge and spread over multiple years.

Further details of additional future resourcing to successfully transition and maintain a universal FOGO service will be verified through detailed implementation planning over the coming year, with the final implementation business case submitted for consideration in the 2020/2021 budget. It is anticipated that additional resourcing will be required for extensive bin inspections (to monitor/address initial contamination rates). Additional Customer Services staff to field calls and enquiries from residents during the transition period from the current to universal service model are also anticipated.

It is recommended that Council resolves to discontinue the one-off connection fee for the fortnightly green waste service from 1 July 2019 with clear messaging on Council's website alerting residents to the change in policy, with no refunds for connection fees paid in prior years under an earlier waste charge and budget cycle.

## 7. Implementation

Option C proposes implementation over 3 years with the following stages:

### Year 1 (2019/2020)

- proposed budget of \$500,000 (for Green bins) and approximately \$534,000 (for dedicated food and organic waste officer and associated education/engagement initiatives) to be funded through the Waste Charge for adoption in the 2019/2020 budget process;
- access to fortnightly FOGO service from 1 July 2019 for existing green waste service users with supporting education;
- free service connection for new green waste service users from 1 July 2019;
- community engagement promoting home composting and opt-in FOGO and encouraging uptake of service;
- community engagement and feedback campaign between July and December 2019 around changes proposed to the service;
- increase program of bin inspections to monitor contamination, participation and compliance and educate service users;
- follow up report to Council with summary of community engagement and discussion outcomes and pre-implementation communications plan by March 2020; and
- continue detailed implementation planning for universal service roll-out.

### **Year 2 (2020/2021)**

- budget of approximately \$7.8 million (to be confirmed through detailed implementation planning) for adoption in the 2020/2021 budget process;
- first half of financial year provides ongoing access to free fortnightly FOGO service with supporting education;
- targeted municipal-wide education program prior to FOGO roll out;
- second half of financial year undertake municipal-wide FOGO bin roll out and changeover of bin size and servicing frequency to enable weekly FOGO and fortnightly garbage and recycling collections; and
- ongoing program of bin inspections to monitor contamination, participation and compliance and educate service users.

### **Year 3 (2021/2022)**

- continue community engagement and education program around changes to service, contamination, trouble-shooting etc.; and
- review after 12-months implementation with report to Council on progress and initial success.

### **Attachment/s**

- 1 [↓](#) Kerbside food waste collection trial - Interim Review of FOGO Trial - D19/94279  
March 2019

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**Kerbside food waste collection trial - Interim review of FOGO trial**

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Council has been trialling the kerbside collection of food waste with 1413 Moreland households in an area of Pascoe Vale and Pascoe Vale South over the past 4 months. The trial allows residents to put their food waste in their green waste bin, which is then collected and processed by Veolia to create compost used predominantly in Victorian agriculture and horticulture. Council has committed to reduce food waste to landfill as part of the Waste and Litter Strategy 2018, in the context of the broader goal of zero waste to landfill by 2030.

**Background**

The 4-month trial, which began in late November 2018 and concludes at the end of March 2019 involves no change to service with the opt-in fortnightly green waste collection. 960 residents in the trial area have a green waste bin, representing 67 % of households. Residents without a green waste bin could opt-in to the service, with a one-off non-refundable connection charge. The trial area was generally representative of greater Moreland, however multi-unit dwellings (MUD) were underrepresented in comparison to Moreland as a whole.

All residents in the trial area were provided with a complimentary kitchen bench-top caddy, a letter explaining the service, a User Guide and an updated sticker to put on the lid of their green waste bin. A facebook group was established for the trial for users to share ideas, problem solve issues and connect with Council about the trial.

**Interim results**

For the purposes of this report the results are based on truck tonnages of garbage waste and FOGO (Food Organic and Garden Organic) waste, mid-trial visual bin inspections, CRS data and social media responses. Audits and post-trial surveys will be conducted at the end of March 2019.

Truck tonnages

Across the municipality green waste truck loads during the trial period are lower than normal due to the seasonal conditions with a very dry summer. However, in the trial area FOGO truck loads are on par with historic data suggesting a reasonable uptake of the FOGO service. Garbage tonnages are also slightly lower than normal suggesting food is being diverted from landfill. Truck tonnages varied greatly over the 3 months the trial has been operating, from 10.7 tonnes to 19.9 tonnes, however it is unclear the reason for this, or the ratio of food waste to green waste. During the alternate weeks with no FOGO service there is no evidence to suggest an increase in garbage usage, with tonnages alternating up and down each fortnight.

Contamination

A visual inspection of garbage and FOGO bins from 830 households in the trial area occurred late January and early February 2019. 8% of households had contamination in the top 30 cm of the FOGO bin. This is in line with previous bin inspections for garden waste only, that showed 10% of households with contaminated bins (2017). Loose plastic bags and plastic packaging combined, accounted for 38% of the incidences of contamination, an increase from previous green waste bin inspections. There was no observed bagged food. Note visual assessments differ from audits, that measure percent of contamination in the bin by weight.

### Bin capacity

Based on bin inspections, garbage bin capacity was 80% full (for both 80L and 120L) and 75-79% for 120L and 240L FOGO bins. 40% of households had both the garbage and FOGO bin over 90% full. There was a correlation between bin capacity used and contamination. Only 4% of households with garbage bins less than 50% full had moderate contamination, whereas 13% – 17% of households with garbage bins more than 75% full had moderate contamination. High contamination of the FOGO bin was only present where garbage bins were 76% – 100% full.

### Green waste bin uptake

There was a 10% take up of residents opting-in to receive a green waste bin in the trial area (15 bins), with a third of these occurring in the week after residents received a kitchen caddy and information about the trial. In comparison to the surrounding area (the municipality north of Bell Street) there was a 5% take up in the same period. It is assumed this would further increase if connection to the service was incentivised by removing the one-off charge.

### Resident feedback

33 residents responded to a pre-trial survey which was included as a link in the initial letter sent to residents in the trial area. Of the responses the top concerns were smell, pests and limited capacity in the current green waste bin. Individual comments about the trial were overall very supportive, including from those with compost systems in place. However, there were comments regarding decomposing food (slime) in the FOGO bin and limited storage space in freezer/fridge for food waste.

The trial resulted in minimal customer service requests. 11 CRS's were raised during the trial period to mid-March. A third of these were residents outside of the trial area wishing to join the trial. Two requests were supportive of the trial noting that garbage was significantly reduced and included a suggestion to change the FOGO service to weekly and provide a fortnightly garbage service. One noted she did not want to participate in the trial (no reason given) and one raised the issue of maggots given food cannot be bagged.

20 residents joined up to the trial facebook page. There was significant support for the trial, with acknowledgment that there were issues linked to smell, pests (maggots), decomposition of food in the FOGO bin (mould and slime), limited green waste bin capacity, and the service not allowing for compostable liners. Several residents wanted to know what to line their bins with to reduce the need to clean the bin after each collection, many residents no longer buy newspapers. Several residents suggested that for the service to work well it would need to be weekly, with fortnightly garbage.

### **Discussion**

While the trial cannot be properly evaluated without the end-trial audit and post-trial survey results, barriers and issues with the service can be gauged from the interim results.

### Service frequency

Several residents suggested providing weekly FOGO and fortnightly residual to increase uptake of the service, reduce pests/smell/food decomposition issues. This supports the research that states that higher diversion rates are achieved through such a service. The post-trial survey will provide further feedback as to whether residents would support a change in service.

Pests/smells/food decomposition

Given Veolia's processing does not provide the option to use compostable corn-starch bags, pests, smells and food decomposition will be a barrier for some residents, resulting in a lower diversion of food waste from landfill. This can be overcome to some degree through a weekly service. As part of the education and communications when the new service is rolled out, comments and experience from food waste advocates from the trial area could be used to provide examples of how pest/smell/food decomposition issues were overcome.

Contamination

Given the contamination frequency was in line with previous green waste bin inspections Council will need to rely on audit results to flag any contamination issues that may need to be considered when the service is rolled out to the municipality. The lack of bagged food is positive, however given the bagging of recyclables is still an issue within the recycling collection, Council will need to monitor this with a municipal wide FOGO service.

Bin capacity

Links to FOGO contamination and garbage bin capacity need to be considered when determining bin sizes, in particular if a fortnightly garbage service is provided. Council will need to consider how best to service larger households and families with young children (eg: nappy waste), and what options are provided to residents to upgrade bin size.

## **DCF21/19 PROPOSED PLASTIC WISE POLICY - COUNCIL ACTION PLAN ITEM (D19/110357)**

**Director City Futures**

**City Change**

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### **Executive Summary**

Single-use plastic is used on average for less than 12 minutes and then discarded, polluting land, waterways and the marine environment. Globally it accounts for 50% of marine pollution (European Commission 2016), with plastic bags, bottles and balloons among the most harmful pollutants threatening marine wildlife (CSIRO 2016).

Council is committed to reducing the environmental impact of single-use plastic across Council events and events on Council land, as well as in Council facilities and services, through promoting sustainable alternatives and practices.

The Council Action Plan (CAP) 2018/19 included an action to develop a Council wide 'Plastic Wise' Policy by March 2019, as part of the broader deliverable to 'become a Plastic Wise' Council by banning all disposable plastic items at Council festivals and events (CAP 60).

The Plastic Wise policy will apply to any event requiring Council approval, including but not limited to event permits, hire agreements, leases, contracts and seasonal or annual tenancy agreements. Sporting facilities, clubs and aquatic and leisure facilities operating on Council land will be permitted to sell bottled drinks. The policy will also apply to Council facilities.

Once the policy is endorsed, the policy will be implemented progressively across Council. The immediate focus will be on events managed by Council, including civic events, events managed by Council's Arts and Culture Unit, and single-plastic use across Council's Citizen Service Centres.

Council facilities and Council Units will progress implementation of the Policy in line with updates to permit conditions, hire agreements and lease and contract renewals. Event organisers, stallholders and community members will continue to be supported in their transition to single-use plastic free events through the provision of information to promote sustainable alternatives to single-use plastic.

### **Officer Recommendation**

That Council adopts the Plastic Wise Policy at Attachment 1.

## **1. Policy Context**

The proposed Plastic Wise policy aligns with the Council Plan 2017-21, to

- enhance the environmental outcome of Council waste services and increase community awareness/participation in environmental initiatives to reduce waste to landfill.

The Council Plan includes a deliverable to 'become a 'Plastic Wise' Council by banning all disposable plastic items at Council festivals and events' (CAP 60). The Council Action Plan 2018/19 included an action to develop a Council wide 'Plastic Wise' Policy by March 2019.

The Waste and Litter Strategy 2018, endorsed by Council in December 2018, sets out specific actions to continue the elimination of single-use plastic items.

The State Government will legislate to ban light weight single-use plastic bags in Victoria in late 2019.

## **2. Background**

Council has been working to reduce or eliminate single-use plastics at Council events since 2016, with the Arts and Culture Unit working with stallholders to reduce reliance on plastic bags and balloons at Council events and festivals.

The Policy, at **Attachment 1** will support Council to broaden the focus of plastic wise practice across Council, extending the scope beyond the current focus on community events managed by the Festivals Moreland Team. Since 2018, the Festival Moreland Team, within the Arts and Culture Unit, have been supporting elimination of all single-use plastic at their Council events including the Coburg Night Market and upcoming Sydney Road Street Party.

In November 2018, an information sheet was shared with stallholders at the Coburg Night Market which included alternatives to single-use plastics to assist in their transition to plastic wise status. The Coburg Night Market was the first Festivals Moreland event to include stallholder engagement and education, and the event significantly reduced single-use plastic in comparison to previous years.

Benchmarking against other Victorian Councils occurred in the development of this policy, with Darebin City Council, Indigo Shire and Surf Coast Shire having developed single-use plastic free events policies within the last year.

## **3. Issues**

The purpose of the Plastic Wise Policy is to set out Council's commitment to reducing and seeking to eliminate all unnecessary use of single-use plastic within Moreland. It seeks to support progressive elimination of single-use plastic at festivals and events and within Council facilities and services, in the broader context of meeting Council's objective of zero waste to landfill by 2030.

With limited exceptions, the Policy aims to eliminate use of single-use plastic cups, plates, bowls, straws, cutlery, take away food containers, avoidable plastic packaging, including cling wrap, plastic bags and balloons.

A number of concerns and considerations were raised during internal stakeholder engagement during development of the Plastic Wise Policy:

## **Compliance**

Council does not have an enforcement mechanism to ensure compliance with the policy, or the staff capacity to monitor community and event compliance. The Waste and Litter Strategy 2018 includes an action to investigate amending the General Local Law to enable enforcement. During this investigation Council will need to consider the balance between punitive action and support of local businesses, organisations and community groups in fostering a positive 'plastic wise' culture within Moreland. It is proposed that the emphasis during policy implementation within the community should be on education and encouragement to comply, rather than an enforcement focus, at least in early stages.

## **Council venues/facilities for public hire**

The Council Facilities Unit manage over 20 venues available for the public to hire, including town halls, community facilities, senior citizen centres, meeting rooms and the civic centre gallery. These are generally hired for short periods of time, and often have limited kitchen facilities with no provision of crockery. While the policy can be built into terms and conditions of hire, the Facilities Unit will need to consider options for encouraging awareness and support from venue hirers in reducing use of single-use plastic, given the lack of capacity to monitor or enforce the policy.

## **Sporting clubs and recreational activities**

The policy applies to organised/formal sport and recreational events occurring on Council land and/or Council owned, managed or contracted facilities, including community sporting clubs, sporting associations, and contracted Aquatic and Leisure facilities. Eliminating the sale of single-use plastic beverage containers by sports clubs and aquatic centre operators could impact on operations, income from canteen sales and reduce ability to fundraise. In addition, as part of promoting a healthy diet and drinks, the aquatic centres promote sale of bottled water. To reflect this situation, the policy allows for clubs, sporting associations and aquatic and leisure centres to continue selling bottled drinks, alongside access to and promotion of tap water and reusable alternatives.

Stakeholder consultation will need to occur prior to implementation and Council will need to work with clubs, sporting associations and aquatic and leisure centres to allow a transition to the policy. Pending consultation, it is proposed that the policy be built into seasonal and annual tenancy allocations, and renewals to tenancy, lease and contract agreements.

## **Impact to local businesses and stallholders**

The potential impact of increased costs for event stallholders purchasing alternative products to single-use plastic needs to be considered. There may be vendors that determine not to trade at events and festivals in Moreland due to the specific requirements that are not needed at other events outside of Moreland.

## **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

#### **4. Consultation**

Internal consultation occurred with the key Council Branches impacted by the policy, with a stakeholder workshop on 24 January 2019. Individual consultation occurred with the Arts and Culture Unit, the Recreation Services Unit and the Aquatic and Leisure Services Unit.

The draft Policy reflects the concerns raised by the various Units in determining how the policy would be implemented, the timing of implementation, agreed focus areas, and acknowledgement of Council's currently very limited capacity to monitor compliance and lack of delegation to enforce.

The following internal business areas of Council were consulted:

- Cultural Development Branch;
- Arts and Culture Unit and Library Services;
- Council Facilities Unit;
- Civic Protocols Team;
- Recreation Services Unit;
- Aquatic and Leisure Services Unit;
- Property Unit; and
- Youth Services Unit.

As noted, external consultation will need to occur as part of implementing the policy in relation to sporting clubs, recreational facilities and aquatic and leisure centres.

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

#### **6. Financial and Resources Implications**

There are no immediate direct financial or resource implications related to the development of this policy.

The initial implementation across key focus areas within Council in the first year of the policy can be delivered predominantly within existing budgets. However, Yarra Valley Water will no longer be providing free hydration stations for major events and this will impact on the Arts and Culture Unit's budget by approximately \$15,000 – \$16,000 per year.

A waste behaviour change role has been proposed to commence in 2019/20 which would support a number of actions in the Waste and Litter Strategy 2018, including the implementation of the Plastic Wise policy.

Additional funds may be required for the education involved in transitioning sporting clubs and recreational facilities to align with the policy.

## 7. Implementation

The Plastic Wise Policy will be implemented progressively across Council. Initial focus will be on internal implementation and events and festivals managed by the Festivals Moreland Team in the Arts and Culture Unit.

Pending establishment of the new waste behaviour change officer and program, the intent is to promote the policy across other community events and festivals, community groups hiring facilities, and Council owned or managed sporting and recreational facilities.

A transitional approach is proposed with the policy built into updates to permit conditions, conditions of hire, lease and contract renewals, and tenancy allocations.

Stage 1	2019	Continued stallholder education to assist implementation across events and festivals managed by the Festivals Moreland Team. Implement across Civic events, Library Services, Citizen Service Centres and Youth Services.
Stage 2	2020	Implement to all events that require a permit, including community event permits for passive open spaces (eg: parks/reserves), private event permits, ticketed event permit and related permits.
Stage 3	2020 onwards	Implement across Council buildings with support from Property Services in line with lease/contract renewals, conditions of hire and permit conditions. Implement across remaining relevant Council Business Units. Implementation with sports and recreational facilities and contracted aquatic and leisure centres will be determined in line with external stakeholder engagement.

### Attachment/s

[1](#)  Draft Plastic Wise Policy D19/65336



Moreland City Council

Policy ID no:

## Plastic Wise Policy

**Date Authorised by Council:**

**Commencement Date:**

**Review Date (10 years from authorised date):**

**Responsible Department**

City Change

This policy has been authorised.

Nerina Di Lorenzo  
Chief Executive Officer

## 1 Introduction

The purpose of this policy is to set out Council's commitment to reducing and eliminating single-use plastic within events run by Council and/or events held on Council land or managed sites that require a permit, and within Council facilities and services. It will address Council's concern about plastic litter on land, in waterways and the marine environment, and the associated long term environmental damage.

### 1.1. Scope

The policy applies to Council operations (including staff, contractors or other representatives) and to individuals or organisations planning, organising, running, and/or approving events, conducted in or on Council owned or managed sites.

This includes, but is not limited to all civic, commercial or community events small or large scale, official functions, civic events, community forums, information sessions, workshops, meetings, training events, parties, markets and organised/formal sport or recreational events.

Events and activities occurring on Council land, but not managed by Council staff, and not needing an event permit, hire agreement, lease or tenancy agreement are not included in the mandatory scope of this policy. However, they shall be encouraged and supported by Council to voluntarily comply.

The policy covers single-use plastic items (including polystyrene) used in purchasing, packaging, sales, distribution, transportation or clean-up practices associated with events and in Council facilities and services.

The policy exempts single-use plastic items necessary to meet health and safety requirements, or where there is no other practical alternative product or distribution method available. All exemptions require prior written approval by the event organiser within Council.

## 2 CONTEXT

### 2.1 Environmental and social context

Globally, single-use plastic accounts for nearly 50% of marine pollution (UN Environment Program 2018), with plastic bags, bottles and balloons among the most harmful pollutants threatening marine wildlife (CSIRO 2016). Plastic pollution proves hazardous to one million seabirds and over 100,000 fish and marine mammals globally. In addition, plastic does not biodegrade, but breaks into smaller and smaller pieces becoming microplastic. The impact of these on the marine environment and the food chain is of major concern.

In response to mounting environmental concern Councils around Australia have begun to ban single-use plastics at events. The Victorian Government is developing legislation to ban lightweight plastic bags by the end of 2019. Internationally, the EU voted to ban 10 single-use plastics across Europe by 2021.

Council has committed to reduce the harmful effect of single-use plastic items by eliminating their use from Council run events, events on Council sites and council facilities and services.

## 2.2 Alignment

The policy aligns with the following plans and strategies

- Council Plan 2017-2021: CAP 60 deliverable P9b
  - Become a 'Plastic Wise' Council by banning all disposable plastic items at festivals and events.
- Waste and Litter Strategy 2018
  - Action 8.3.6: Council Facilities and community events - Employ a behaviour change officer to develop, deliver and embed sustainable policy and practice

## 2.3 Organisation context

The move to reduce single-use plastics at Council events began in 2015. Followed by a Council Resolution on 9 March 2016 to ban single-use plastic bags at festivals and events, the Arts and Culture Unit has been working with stallholders to reduce reliance on plastic bags and to ban balloons from their festivals and events. In mid-2018, the Arts and Culture Unit began implementing the 'plastic wise' initiative detailed in the Council Plan 2017/21 for events managed by their team, in line with a Council motion in May 2018 to include plastic wise implementation in the Waste and Litter Strategy 2018.

This policy will see the reduction in single-use plastic expand beyond medium and large-scale events/festivals managed by the Festivals Moreland team within Arts and Culture, to all events presented by Council and/or events held on Council land or managed sites that require Council approval, including but not limited to event permits, hire agreements and lease, contract or tenancy agreements.

## 3 Objectives

This policy supports the objective to reduce the environmental impact of single-use plastic within Moreland, by eliminating single-use plastic at festivals and events and within Council facilities and services, in the broader context of meeting Council's objective of zero waste to landfill by 2030.

## 4 Policy Details

### 4.1 Policy

To eliminate the use of single-use plastic in the planning, organising, running or approving of Council events or any events conducted on Council owned or managed sites that require Council approval including but not limited to an event permit, hire agreement, lease, contract or tenancy agreement, and within Council facilities and services, the following requirements must be met:

- Single-use plastic bags are not to be used, sold or distributed for transportation or promotional purposes;
- Bottled water is not to be provided, sold or distributed by Council. Alternative, free access to water must be provided;
- Single-use plastic cups, plates, bowls, cups, straws, cutlery and take away food containers are not to be used, sold or distributed;
- Single-use disposable cups and lids are not to be used, sold or distributed by Council;
- All avoidable plastic packaging, including cling wrap, plastic bags or similar must not be used in the purchase, sale, distribution and transport of food or goods;
- Balloons are not to be used, sold or distributed;

- Event materials are to be reused where possible (including event signage and promotional banners and flags);
- The event site or venue must be left litter free and returned to pre-event conditions; and
- Event organisers are to play a key role in educating and guiding their event staff and audience on single-use plastic free practices. This includes providing information via guidance documents for event organisers and stallholders and promoting reusable alternatives.

Sporting clubs, aquatic and leisure centres and facilities managed by contractors (eg: Mechanics Institute managed by Next Wave) are permitted to provide, sell or distribute bottled drinks. However, they must promote and consider using and supplying/selling reusable options (e.g. access to water bubblers, providing jugs and reusable glasses for patrons' water use, promote sell/supply refillable drink bottles or reusable cups etc); and display promotional materials on reusable options.

Council officers will support organisations or individuals organising an event to comply with this policy. However, if there is poor adherence to this policy, officers may recommend that these events not be approved by Council in the future.

#### **4.2 Policy commencement and transition period**

This policy will commence once approved by Council. A transition period will apply to enable Council to progressively implement the policy, in line with updates to permit conditions and lease, contract and tenancy renewals.

An initial transition period from the approval date of this policy specifically applies to sporting clubs, and to aquatic and leisure centres to allow for stakeholder engagement prior to implementation to transition to the policy. Pending engagement, the policy can then be progressively implemented in line with updates to seasonal or annual ground allocations, leases, contracts and. During this transition period Council officers will work with these clubs and facilities to assist in planning.

#### **4.3 Exemptions**

Exemptions to this policy may be made for health and safety reasons or where there is no other practical alternative product or distribution method available. All exemptions should have the prior approval of the event organiser within Council, in consultation with the City Change Unit.

## 5 Roles and Responsibilities

Party/parties	Roles and responsibilities	Timelines
City Change Branch	Policy custodian	March 2019
	Support implementation through the provision of guidance documents for event organisers/stallholders	Ongoing
	Monitoring and evaluation	Ongoing
Cultural Development Branch	Support implementation for Festivals Moreland events	2019
	Support implementation across Arts and Culture and Libraries	Progressive implementation
Council Facilities Unit	Support implementation across Council Citizens Service Centres	2019
	Support implementation across Council facilities in line with lease renewals, conditions of hire etc	Progressive implementation
Civic Protocols Team	Support implementation across Civic events	2019
Property Unit	Support implementation in line with lease/contract renewals	Progressive implementation
Youth Services Unit	Support implementation across the Unit	Progressive implementation
Recreation Services Unit	Support stakeholder engagement prior to implementation Pending consultation, support implementation in line with seasonal and annual ground allocations, renewals to tenancy, lease and contract agreements	Progressive implementation
Aquatic and Leisure Services	Support stakeholder engagement prior to implementation Pending consultation, support implementation in line with contract renewals	Progressive implementation
All other Council Units	Support upholding the policy	Ongoing

## 6 Evaluation and Review

The policy will be evaluated as part of the review of the Waste and Litter Strategy 2018, which will occur in late 2022 in preparation for the following five-year strategy.

## 7 Definitions

Term	Definition
Civic event	An event organised by Council staff for the community.
Event	Any planned activity that occurs in a certain place, during a certain time, which involves a small or large gathering of people and has some level of impact on the immediate surroundings.
Sporting and recreational activities	Any regular or organised sporting or recreational activity occurring at Council owned or managed sites, including those run by community sporting clubs and sporting associations
Council sites	Buildings, venues, land, roads or any other locations owned or managed by Council
Plastic	Biodegradable and non-biodegradable polyethylene made from petrochemical compounds.
Single use plastic bag	A type of disposable bag or pouch made of thin, flexible, plastic film used for containing or transporting goods
Single use plastic items	Includes any disposable plastic and polystyrene items including but not limited to straws, balloons, bags, cutlery, take away containers, bottled water and cling wrap. Disposable paper cups with plastic lining are also covered under this policy.

## 8 Associated Documents

- Plastic Wise events information sheet D18/396286
- Waste and Litter Strategy D18/304338

## 9 References

- CSIRO, Sources, distribution and fate of marine debris, 2016
- UN Environment Program, Single-Use Plastics A roadmap for Sustainability, 2018
- Darebin City Council Single-Use Plastic Free Events Policy, version 1.0 (February 2018)
- Indigo Shire Council Plasticwise Policy, version 1b (April 2018)
- Surf Coast Shire Plastic Wise Events and Markets on Council owned/managed land (October 2018)

**DCI2/19      IMPACT OF SECOND HARD RUBBISH COLLECTION ON  
CUSTOMER REQUEST NUMBERS RELATING TO DUMPED  
RUBBISH NUMBER - COUNCIL ACTION PLAN ITEM  
(D19/106934)**

**Director City Infrastructure**

**Open Space and Street Cleansing**

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**Executive Summary**

Council Action Plan (CAP) item 59 calls for Council to receive a report on the impact that the second hard rubbish collection that was introduced in October 2018 has had on customer request (CRS) numbers relating to dumped rubbish.

Firstly, the number of customer requests received for dumped rubbish is related to hard rubbish collection however there is not a correlation between the two.

In 2018 Council undertook for the first time two municipal wide hard rubbish collections. The number of customer requests in the couple of months following the hard rubbish collections shows a decline. However, the total customer requests in 2018 for dumped rubbish is 59% higher than the 2014 total.

As part of the hard rubbish collection residents are issued with information on what can and cannot be placed for collection. During the collection 'knockback' notices are issued to residents who place material out for collection which is not part of the service. It is assumed that some of this material becomes dumped rubbish when not collected as part of the hard rubbish collection. This process causes a spike in the customer request numbers during the hard rubbish collection period as can be seen in Attachment 1.

The introduction of a second hard waste collection saw a reduction in the amount of material presented. In 2016 and 2017 an average of 2,957 tonne was collected. In 2018 during the first collection 2,770 tonnes was collected compared to 2,103 tonnes during the second collection, which is a 24% reduction. However, the total tonnes collected in 2018 is greater than the tonnes collected in prior years.

Overall, there is a reduction in customer requests for dumped rubbish during the couple of months following the hard rubbish collections, however the total number of customer requests for hard rubbish continue to increase.

**Officer Recommendation**

That Council notes this report.

## 1. Policy Context

Council, Waste and Litter Strategy 2018 has a key goal aiming for zero waste to landfill by 2030. It also committed to the waste hierarchy of 'Avoid, Reduce, Reuse, Recycle' and will work with residents and businesses to help drive down waste levels through greater emphasis on waste avoidance. In addition, Council will expand recycling and reuse opportunities for products and packaging across household and commercial sites in Moreland.

## 2. Background

Council Action Plan (CAP) item 59 calls for Council to receive a report on the impact that the second hard rubbish collection that was introduced in October 2018, has had on CRS numbers relating to dumped rubbish.

In 2018 there were a total of 5,944 customer requests (CRS) for dumped rubbish which is 59% greater than the total number received in 2014.

### Annual CRS trends relating to dumped rubbish

Historically, CRS numbers (**Attachment 1**) are consistent from January through to the beginning of the first hard rubbish collection period of March/April, although increasing each year. There is then a consistent CRS spike through the collection period and a noticeable decrease in the following months.

Since 2014, CRS numbers increase in the lead up to September, which maybe seasonal as resident clean up their properties.

In 2018, Council introduced a second annual hard rubbish collection, occurring in October and November. Average CRS numbers measured from October through to December show a small increase of 0.07%, significantly lower than the historic average rise during this period.

Higher CRS numbers during the hard rubbish collection period are due largely to materials being placed out for hard rubbish collection that is not accepted through the collection. Despite hard rubbish collection information pamphlets being mailed to all residential addresses, an information video on Council's webpage and social media pages providing information on hard rubbish including a list of items not accepted as hard rubbish, some residents continue to put unacceptable items out for hard rubbish collection.

'Knockback' notices are issued for these instances by the removal contractor. In 2017, 883 knockback notices were issued with 1050 knockback notices issued during the March/April 2018 collection period, which is an increase of 16.4%. 273 knockback notices were issued during the October/November 2018 collection, a decrease in 74%. It is assumed that some of this material ends up as dumped rubbish.

### Collection summary

The 2 hard rubbish collections for 2018 were completed in 6 weeks, on both scheduled months. The first collection period ran from March – April 2018 (**Attachment 2**) and the period from October – November 2018 (**Attachment 3**). Scrap metal was recycled and taken to Sims Metals in Campbellfield for recycling.

- Residual waste was taken to the Cleanaway Melbourne Regional Landfill in Ravenhall for disposal;
- Once collected, mattresses were recycled and fridges degassed at the Knox Transfer Station.
- E-waste was collected using tray trucks and taken to the Advanced Resource Recycling in Broadmeadows for recycling.

Waste collected during 2016 and 2017 has equated to an average of 2,957 tonnes. In 2018 during the first collection period, 2,770 tonnes were collected a decrease of 6% from the average. During the second collection period, 2,103 tonnes of rubbish was collected a decrease of 29% from the average and a 24% decrease from the first collection period in 2018.

#### **Hard rubbish collection one (knockbacks)**

Knockback notices for this period that required Council collection equated to 551 tonnes of rubbish costing Council \$66,726 in disposal fees.

#### **Hard rubbish collection two (knockbacks)**

Knockback notices for this period that required Council collection equated to 450 tonnes of rubbish costing Council \$54,550 in disposal fees. This equates to an 18.5% reduction in tonnes of waste collected and disposal costs from the first period and of hard waste collection.

### **3. Issues**

As per the Council report presented at the Council meeting held in April 2017 (DCI21/17) the current terms relating to the hard waste contract are:

- Resolution 3: To award the Tender to WM Waste Management Services Pty Ltd, ABN 69 897 425 789, for a twice per year kerbside collection for a period of five years.

Therefore, the current hard waste contract will expire April 2022. All aspects of the hard waste collection process will be reviewed during the contract renewal process likely to begin mid-2021.

#### **Environmental implications**

This issue has significant impact on the key goal of Moreland's Waste and Litter Strategy of zero waste to landfill by 2030.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

### **4. Consultation**

Waste Services, Local Laws, Street Cleansing and Customer Service departments were consulted in preparation for this report.

### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

### **6. Financial and Resources Implications**

There is currently \$1,282,500 allocated in base budget streams for the contract to remove and dispose of hard rubbish twice a year. Coupled with the addition cost to Council through knockbacks of \$121,276 (2018), it is estimated that the total cost of hard rubbish collection for 2019 will be \$1,403,776.

## 7. Implementation

As per Waste and Litter Strategy 2018-2022:

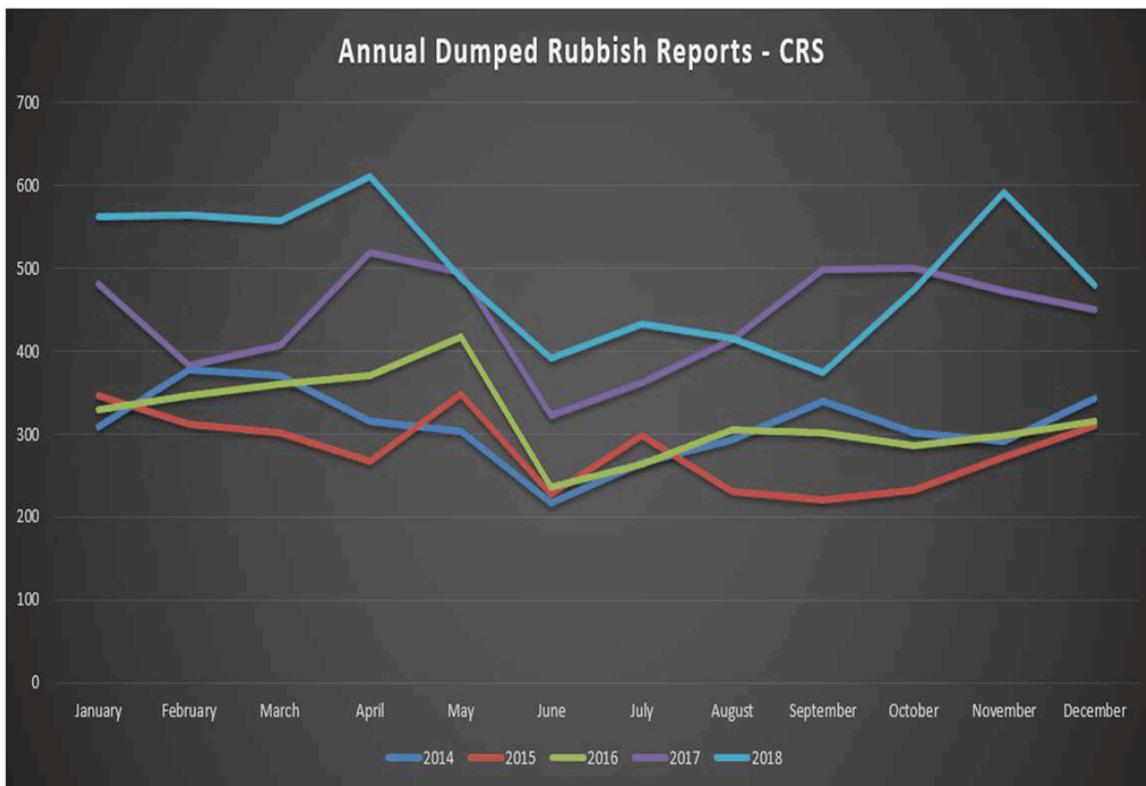
- Continue to monitor and review the hard rubbish collection to optimise resource recovery and reduce non-compliance and illegal dumping;
- During hard rubbish collections more rigorously apply the limits on the range of materials presented and volumes allowed;
- Review hard rubbish collection service with a view to providing an 'At call' service to more effectively link the service to when its needed by residents e.g. when moving.

### Attachment/s

<a href="#">1</a>	Annual CRS Numbers - Hard Rubbish Collection	D19/99911
<a href="#">2</a>	April - May 2018 Report - Waste Management Hard Waste Collection	D19/99769
<a href="#">3</a>	October - November 2018 Report - Waste Management Hard Waste Collection	D19/99802

**ANNUAL CRS NUMBERS**

Period	2014	2015	2016	2017	2018
January	309	346	329	481	562
February	378	312	347	383	565
March	370	301	361	407	557
April	316	267	370	520	611
May	304	348	417	496	489
June	217	227	236	322	391
July	266	298	263	363	433
August	293	231	306	414	415
September	339	220	302	499	374
October	302	233	287	500	475
November	292	273	299	472	592
December	343	311	316	451	480
Total CRS	3729	3367	3833	5308	5944
Average	311	281	319	442	495





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Domestic, Commercial Industrial & Indestructible Waste Removal and Recycling Services

## HARD WASTE COLLECTION Contract Number 1529T March-April 2018

### FOR MORELAND CITY COUNCIL

## WM WASTE MANAGEMENT SERVICES REPORT TO COUNCIL



"WE CARE ... SO WE RECYCLE"





## Introduction

This report provides a summary of the performance and statistics of the Annual Hard Waste Collection which took place from Monday 19<sup>th</sup> March to Friday 20<sup>th</sup> April 2018 .

The report covers the following key areas:

- Waste & Recovered Material Quantities;
- Historical Collection Comparison;
- Collection Timing;
- Health & Safety;
- Environmental Management; and
- Customer Service.

We would like to take this opportunity to thank Council's staff for all their support and assistance in working through any issues that came to hand.

## Collection Summary

The 2018 collection across the City was completed in five weeks.

Residents were notified by a household notice delivered two weekends before the collection week.

Scrap metal was recycled and taken to Sims Metals in Campbellfield for recycling.  
Residual waste was taken to the Cleanaway Melbourne Regional Landfill in Ravenhall for disposal.

Mattresses, fridges and e-waste (TVs & computers) were separately collected for recycling.  
Mattresses were taken to Knox Transfer Station for recycling.  
Fridges were taken to Knox Transfer Station for degassing.  
E-waste was collected using tray trucks and taken to the Darebin Transfer Station for recycling.

The next collection is scheduled for October-November 2018.



**Hard Waste & Recovered Material Quantities**

Week <sup>1</sup>	Date (2018)	Tenements <sup>2</sup>	Rubbish (tonne)	Scrap Metal (tonne) <sup>4</sup>	Mattresses		E-Waste (tonne)	Fridges (tonnes)	Total tonnes
					No.	tonne			
1	19 Mar – 23 Mar	9,156	468.66	39.72	978	24.08	2.28	0.76	535.50
2	26 Mar – 30 Mar	15,314	376.02	36.12	789	19.20	3.46	0.44	435.24
3	2 Apr – 6 Apr	13,508	429.52	37.16	866	22.30	3.38	0.0	492.36
4	9 Apr – 13 Apr	11,800	589.11	51.84	1175	30.10	6.24	1.42	678.71
5	16 Apr – 20 Apr	19,847	544.91	40.64	1283	31.80	3.78	0.0	620.51
Clean up	24 <sup>th</sup> April	N/A	5.22		25	2.52			7.74
<b>TOTAL</b>		<b>69,625</b>	<b>2,413.44</b>	<b>205.48</b>	<b>5,116</b>	<b>129.38</b>	<b>19.14</b>	<b>2.62</b>	<b>2,770.06</b>
<b>Recycling %</b>				<b>7.4%</b>		<b>4.7%</b>	<b>0.7%</b>	<b>0.1%</b>	<b>12.9%</b>

Note: 1. Refer Appendix B for collection areas.

2. Number of tenements provided by Council

3. A survey of participation was conducted by WM Waste Management Services each week.

**Comparisons between Collections**

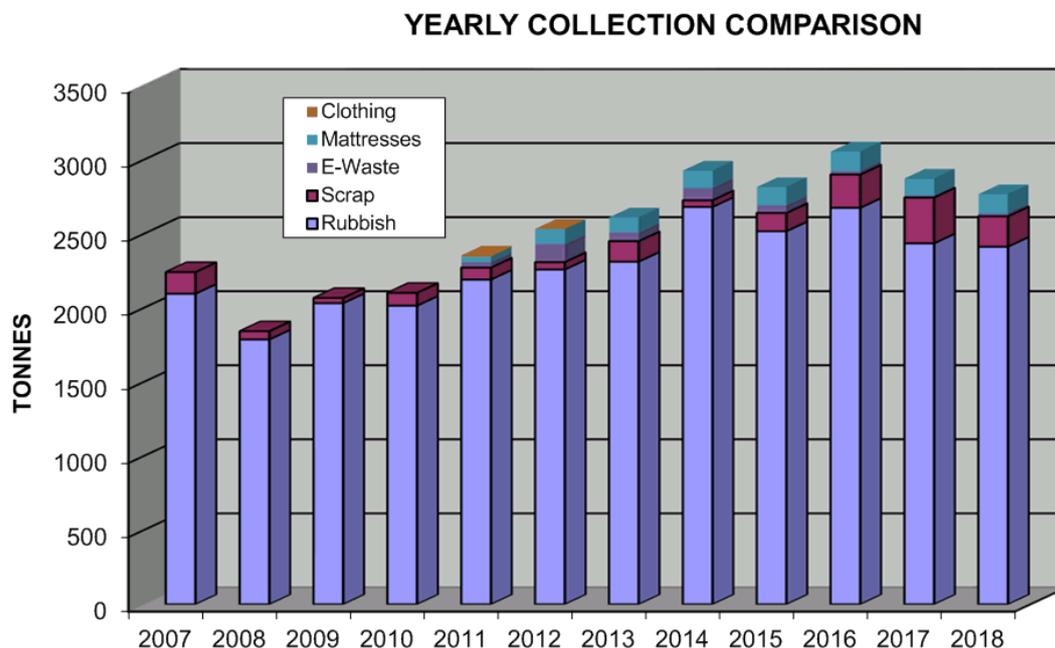
Collection Period	Rubbish (tonnes)	Scrap Metal (tonnes) <sup>2</sup>	E-Waste (tonnes)	Mattresses (tonnes)	Reusable Goods (tonnes)	Total tonnes
Mar-Apr 2018	2,413.44	208.10	19.14	129.38	Not separated	2,770.06
% Change	-1.0%	-33%	58%	11%		-4%
Mar-Apr 2017	2,436.10	309.85	12.08	116.03	Not separated	2,874.06
Apr-May 2016	2,675.84	224.77	22.62	131.96	Not separated	3,055.19
Apr-May 2015	2,517.51	123.78	49.93	124.70	Not separated	2,815.92
Mar-May 2014	2,681.78	45.19	81.84	118.48	Not separated	2,927.29
Apr-May 2013	2,312.40	138.52	55.93	103.96	Not separated	2,610.81
Apr-May 2012	2,259.36	50.03	119.54	103.4	0.9	2,533.23
Apr-May 2011 <sup>1</sup>	2,191.60	81.19	33.78	38.85	9.00	2,354.42
Apr-May 2010	2,015.14	86.76	Not separated	Not separated	Not separated	2,101.90
Apr-May 2009	2,032.13	35.29	Not separated	Not separated	Not separated	2,067.42
Feb-Mar 2008	1,787.02	55.80	Not separated	Not separated	Not separated	1,842.82

Note: 1. E-waste, mattresses and clothing/ toys were only separately collected for first two weeks of 2011 collection

2. Scrap metal includes fridges



The chart below provides a graphical comparison between collections.



During the collection a total of 2,770 tonnes was collected compared to 2,884 tonnes for the 2017 collection, representing a decrease of 4%. The average quantity of waste collected per household was 39.8 kg/household.

There was one mattress collected per 13.6 households.

The recycling rate for the collection was 12.9%. There appeared to be more scrap metal taken by scavengers than in previous years.

The full set of statistics for the collection is contained in Appendix A.



### Health, Safety & Environment

There were four OH&S incidents during the collection, which is summarised in the table below

Injury	Description of Incident	Days lost
Sprained Wrist	Wrist slammed into edge of compactor bowl	0
Lower back muscle strain	Was team lifting approx. 20kg correctly, felt sharp pain in back	2
Strained hamstring	Overstretched hamstring while running	1
Grazed leg	Timber shelves flew out of the bowl, and Offsider's leg	0

The total number of Lost Time Injuries (LTIs) was two  
 Total person days on collection 935 days.  
 The total days lost due to injuries was three

There were no environmental incidents during the collection.

### Greenhouse Gas Emissions

The greenhouse gases emissions associated with the collection are summarised in the table below.

Item	Quantity	Greenhouse Factor <sup>1</sup>	Emissions (t CO <sub>2</sub> -e)
Diesel Fuel Used	25,256.64	2.72 kg/litre	68.7
Waste to landfill	2,413.44	1.4 t/tonne MSW	3,378.8
<b>TOTAL</b>			<b>3,447.5</b>

Note: 1. National Greenhouse Accounts Factors – Jul 17

The greenhouse gas emissions for the 2017 collection were 3,476.1; therefore the emissions for the 2018 collection were reduced by 0.8%

### Customer Service

WM Waste Management Services has strived to ensure any concerns or complaints received by residents are dealt with promptly. In most instances, our Supervisor investigated customer requests within 24 hours of the original time of the request.

WM Waste Management Services staff issued 1,050 unacceptables (knockback) notices during the collection compared to 883 knockback notices in 2017, an increase of 16.4%.  
 The most common unacceptable items were: cement sheet, green waste and paint.

### Audits / Inspections

WM Waste Management Services conducted 11 internal truck audits during the collection.

Appendix A  
Detailed Collection Statistics



DATE	TENEMENTS	HARD RUBBISH C/Mtr	Kgs	SCRAP METAL C/Mtrs	Kgs	MATTRESSES		TVs		Fridges		GRAND TOTAL
						Kgs	No.	No.	Kgs.	No.	Kgs.	
<b>Week 1</b>												
19/03/2018		272	75860	63	14800	3940	148	65	920	0	0	95520
20/03/2018		385	101940	42	11460	3840	150	68	1360	17	760	119360
21/03/2018		243	70340	21	5440	3620	138	0	0	0	0	79400
22/03/2018		360	94840	42	8020	4820	200	0	0	0	0	107680
23/03/2018		347	103680	0	0	7860	342	0	0	0	0	111540
24/03/2018		84	22000	0	0	0	0	0	0	0	0	22000
	<b>9156</b>	<b>1691</b>	<b>468660</b>	<b>168</b>	<b>39720</b>	<b>24080</b>	<b>978</b>	<b>133</b>	<b>2280</b>	<b>17</b>	<b>760</b>	<b>535500</b>
<b>WEEK 2</b>												
26/03/2018		272	87880	63	18760	6620	282	84	1620	0	0	114880
27/03/2018		315	85720	63	16060	4660	192	0	1840	0	0	108280
28/03/2018		457	131840	21	1300	3140	141	0	0	0	0	136280
29/03/2018		293	70580	0	0	4780	174	0	0	9	440	75800
30/03/2018		0	0	0	0	0	0	0	0	0	0	0
31/03/2018		0	0	0	0	0	0	0	0	0	0	0
	<b>15314</b>	<b>1337</b>	<b>376020</b>	<b>147</b>	<b>36120</b>	<b>19200</b>	<b>789</b>	<b>84</b>	<b>3460</b>	<b>9</b>	<b>440</b>	<b>435240</b>
<b>WEEK 3</b>												
2/04/2018		0	0	0	0	0	0	0	0	0	0	0
3/04/2018		276	81480	55	14840	4260	159	0	1560	0	0	102140
4/04/2018		297	84540	76	18060	10020	394	0	1820	0	0	114440
5/04/2018		436	122400	17	4260	8020	313	0	0	0	0	134680
6/04/2018		495	141100	0	0	0	0	0	0	0	0	141100
	<b>13508</b>	<b>1504</b>	<b>429520</b>	<b>148</b>	<b>37160</b>	<b>22300</b>	<b>866</b>	<b>0</b>	<b>3380</b>	<b>0</b>	<b>0</b>	<b>492360</b>

Appendix A  
Detailed Collection Statistics



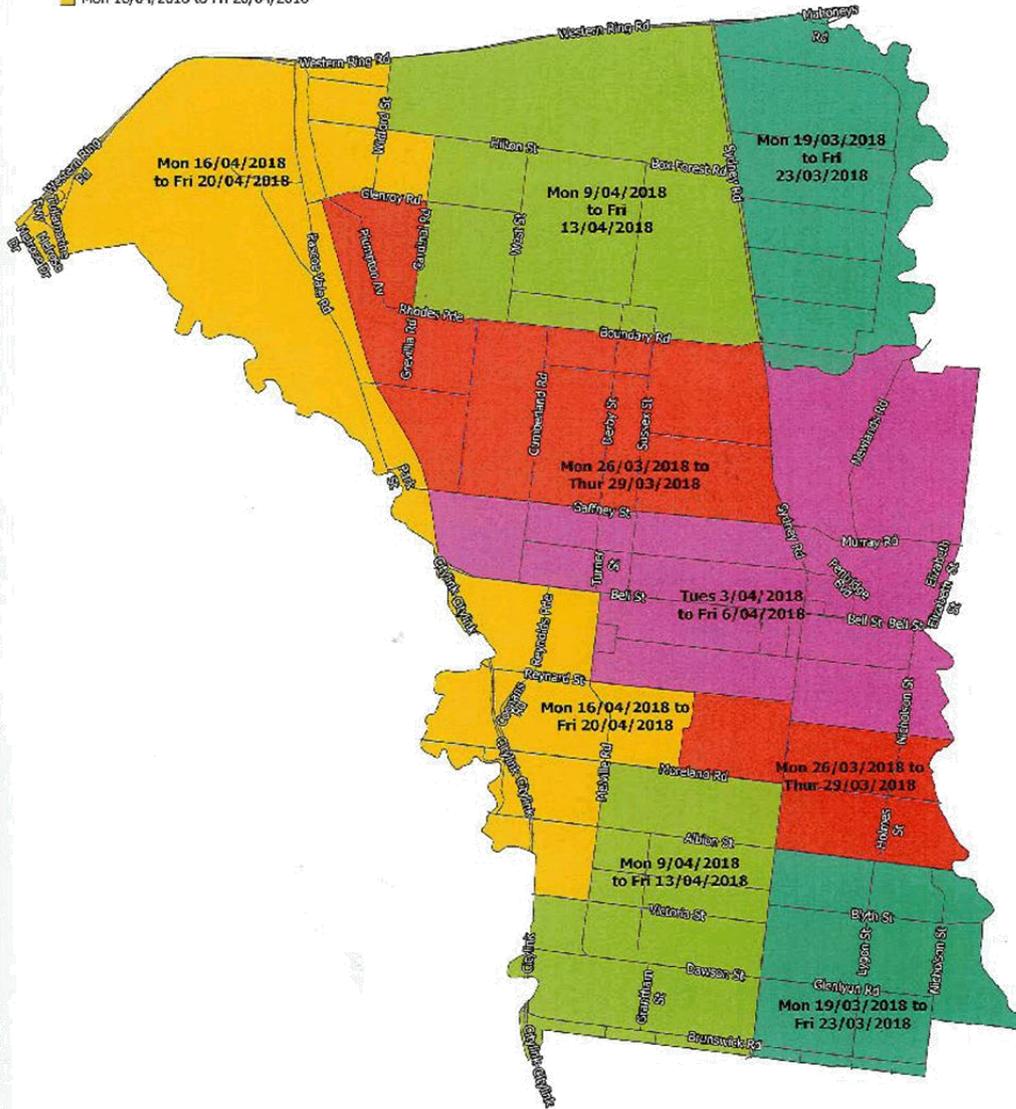
DATE	TENEMENTS	HARD C/Mtrs	RUBBISH Kgs	SCRAP C/Mtrs	METAL Kgs	MATTRESSES Kgs	TVs No	FRIDGE Kgs	GRAND TOTAL			
<b>WEEK 4</b>												
9/04/2018		364	97660	59	19980	4300	157	0	1460	16	1020	124420
10/04/2018		364	100720	55	17560	4360	180	0	2300	9	400	125340
11/04/2018		456	129660	51	11380	4540	180	0	2480	0	0	148060
12/04/2018		520	143960	17	2920	8660	334	0	0	0	0	155540
13/04/2018		457	117110	0	0	8240	324	0	0	0	0	125350
14/04/2018		0	0	0	0	0	0	0	0	0	0	0
	<b>11800</b>	<b>2161</b>	<b>589110</b>	<b>182</b>	<b>51840</b>	<b>30100</b>	<b>1175</b>	<b>0</b>	<b>6240</b>	<b>25</b>	<b>1420</b>	<b>678710</b>
<b>WEEK 5</b>												
16/04/2018		390	114290	72	19300	5620	207	0	0	0	0	139210
17/04/2018		352	95090	51	13140	4900	195	0	2360	0	0	115490
18/04/2018		411	116250	38	8200	4840	188	0	0	0	0	129290
19/04/2018		457	131600	0	0	15260	672	0	1420	0	0	148280
20/04/2018		350	87680	0	0	560	21	0	0	0	0	88240
21/04/2018		0	0	0	0	0	0	0	0	0	0	0
	<b>19847</b>	<b>1960</b>	<b>544910</b>	<b>161</b>	<b>40640</b>	<b>31180</b>	<b>1283</b>	<b>0</b>	<b>3780</b>	<b>0</b>	<b>0</b>	<b>620510</b>
27/4/18		17	5220	0	0	2520	25	0	0	0	0	7740
<b>Total</b>	<b>69625</b>	<b>8670</b>	<b>2413440</b>	<b>806</b>	<b>205480</b>	<b>129380</b>	<b>5116</b>	<b>217</b>	<b>19140</b>	<b>51</b>	<b>2620</b>	<b>2770060</b>

# Appendix B Waste Collection Areas



## Moreland City Council Hard Waste Collection 2018

- Mon 19/03/2018 to Fri 23/03/2018
- Mon 26/03/2018 to Thur 29/03/2018
- Tues 3/04/2018 to Fri 6/04/2018
- Mon 9/04/2018 to Fri 13/04/2018
- Mon 16/04/2018 to Fri 20/04/2018



Moreland City Council – 2018 Hard Waste Collection Contract Number 529T  
Prepared by: WM Waste Management Services Page 8 of 8



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Domestic, Commercial Industrial & Indestructible Waste Removal and Recycling Services

# HARD WASTE COLLECTION Contract Number 529T October-November 2018

## FOR MORELAND CITY COUNCIL

## WM WASTE MANAGEMENT SERVICES REPORT TO COUNCIL



"WE CARE ... SO WE RECYCLE"





## Introduction

This report provides a summary of the performance and statistics of the Annual Hard Waste Collection which took place from Monday 15<sup>th</sup> October to Friday 23<sup>rd</sup> November 2018 .

The report covers the following key areas:

- Waste & Recovered Material Quantities;
- Historical Collection Comparison;
- Collection Timing;
- Health & Safety;
- Environmental Management; and
- Customer Service.

We would like to take this opportunity to thank Council's staff for all their support and assistance in working through any issues that came to hand.

## Collection Summary

The 2018 collection across the City was completed in six weeks.

Residents were notified by a household notice delivered two weekends before the collection week.

Scrap metal was recycled and taken to Sims Metals in Campbellfield for recycling.  
Residual waste was taken to the Cleanaway Melbourne Regional Landfill in Ravenhall for disposal.

Mattresses, fridges and e-waste (TVs & computers) were separately collected for recycling.  
Mattresses were taken to Knox Transfer Station for recycling.  
Fridges were taken to Knox Transfer Station for degassing.  
E-waste was collected using tray trucks and taken to the Advanced Resource Recycling in Broadmeadows for recycling.

The next collection is scheduled for March-April 2019.



**Hard Waste & Recovered Material Quantities**

Week <sup>1</sup>	Date (2018)	Rubbish (tonne)	Scrap Metal (tonne) <sup>4</sup>	Mattresses		E-Waste (tonne)	Fridges (tonnes)	Total tonnes	Participation Rate <sup>2</sup>
				No.	tonne				
1	15 Oct – 19 Oct	198.78	20.4	437	12.48	0.8	0.0	232.46	59%
2	22 Oct – 26 Oct	279.88	36.36	499	13.32	5.65	0.0	335.21	67%
3	29 Oct – 2 Nov	296.30	35.24	651	16.68	1.52	0.0	349.74	68%
4	5 Nov – 9 Nov	242.86	27.96	586	16.88	2.10	0.0	289.80	71%
5	12 Nov – 16 Nov	397.06	41.48	702	20.18	1.68	0.0	460.40	71%
6	19 Nov – 23 Nov	381.16	33.46	529	14.8	1.12	0.0	430.54	70%
Clean up	3 Dec	4.72		18	0.44			5.16	
<b>TOTAL</b>		<b>1,800.76</b>	<b>194.9</b>	<b>3,422</b>	<b>94.78</b>	<b>12.87</b>	<b>0.0</b>	<b>2,103.31</b>	<b>68%</b>
<b>Recycling %</b>			<b>9.3%</b>		<b>4.5%</b>	<b>0.6%</b>	<b>0%</b>	<b>14.4%</b>	

Note: 1. Refer Appendix B for collection areas.

2. A survey of participation was conducted by WM Waste Management Services each week.

**Comparisons between Collections**

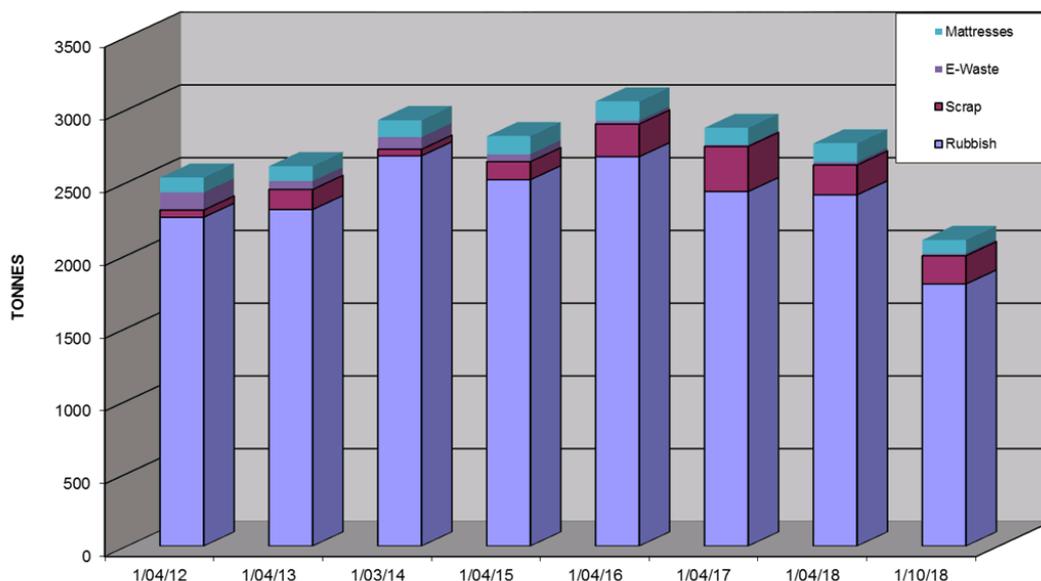
Collection Period	Rubbish (tonnes)	Scrap Metal (tonnes) <sup>1</sup>	E-Waste (tonnes)	Mattresses (tonnes)	Total tonnes
Oct-Nov 2018	1,800.76	194.90	12.87	94.78	2,103.31
% Change	-25.0%	-5%	-33%	-27%	-24%
Mar-Apr 2018	2,413.44	208.10	19.14	129.38	2,770.06
Mar-Apr 2017	2,436.10	309.85	12.08	116.03	2,874.06
Apr-May 2016	2,675.84	224.77	22.62	131.96	3,055.19
Apr-May 2015	2,517.51	123.78	49.93	124.70	2,815.92
Mar-May 2014	2,681.78	45.19	81.84	118.48	2,927.29
Apr-May 2013	2,312.40	138.52	55.93	103.96	2,610.81
Apr-May 2012	2,259.36	50.03	119.54	103.4	2,533.23

Note: 1. Scrap metal includes fridges



The chart below provides a graphical comparison between collections.

YEARLY COLLECTION COMPARISON



During the collection a total of 2,103 tonnes was collected compared to 2,770 tonnes for the Mar-Apr 2018 collection, representing a decrease of 24%. The average quantity of waste collected per household was 29.48 kg/household.

There was one mattress collected per 20.8 households.

The recycling rate for the collection was 14.4%.

The full set of statistics for the collection is contained in Appendix A.



### Health, Safety & Environment

There were two OH&S incidents during the collection, which is summarised in the table below

Injury	Description of Incident	Days lost
Minor wound	Stepped on nail sticking out of wood	0
Minor wound	Nail went through boot	0

The total number of Lost Time Injuries (LTIs) was zero  
 Total person days on collection 918 days.  
 The total days lost due to injuries was zero

There were no environmental incidents during the collection.

### Greenhouse Gas Emissions

The greenhouse gases emissions associated with the collection are summarised in the table below.

Item	Quantity	Greenhouse Factor <sup>1</sup>	Emissions (t CO <sub>2</sub> -e)
Diesel Fuel Used	17,552 litres	2.72 kg/litre	47.7
Waste to landfill	1,800.8 tonnes	1.4 t/tonne MSW	2,521.1
<b>TOTAL</b>			<b>2,568.8</b>

Note: 1. National Greenhouse Accounts Factors – Jul 17

The greenhouse gas emissions for the Autumn 2018 collection were 3,447.5; therefore the emissions for the 2018 collection were reduced by 25%

### Customer Service

WM Waste Management Services has strived to ensure any concerns or complaints received by residents are dealt with promptly. In most instances, our Supervisor investigated customer requests within 24 hours of the original time of the request.

WM Waste Management Services staff issued 273 unacceptable (knockback) notices during the collection compared to 1,050 knockback notices in Autumn 2018, a decrease of 74%. The most common unacceptable items were: cement sheet, gas bottles and paint.

### Audits / Inspections

WM Waste Management Services conducted 7 internal truck audits during the collection.

## Appendix A Detailed Collection Statistics

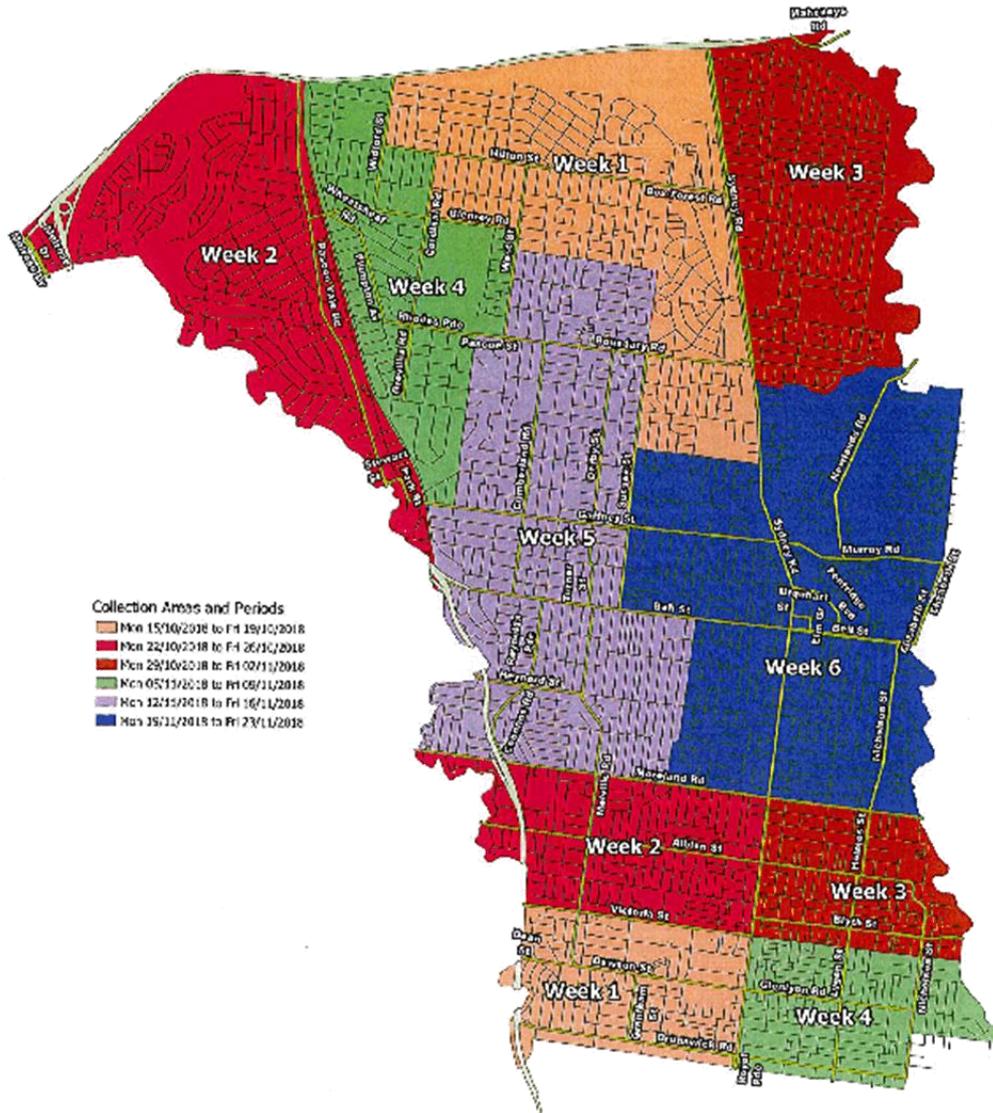


DATE	HARD RUBBISH		SCRAP METAL		MATTRESSES		TVs	GRAND TOTAL
	C/Mtrs	Kgs	C/Mtrs	Kgs	Kgs	No.	Kgs.	
<b>WEEK 1</b>								
15/10/2018	167	39980	40	7820	2780	98	0	50580
16/10/2018	167	38520	40	7640	1840	71	800	48800
17/10/2018	184	46760	19	4940	3420	111	0	55120
18/10/2018	146	42560	0	0	4440	157	0	47000
19/10/2018	117	30960	0	0	0	0	0	30960
	<b>781</b>	<b>198780</b>	<b>99</b>	<b>20400</b>	<b>12480</b>	<b>437</b>	<b>800</b>	<b>232460</b>
<b>WEEK 2</b>								
22/10/2018	163	47320	40	9640	1860	70	2020	60840
23/10/2018	192	50720	40	10140	1600	56	940	63400
24/10/2018	167	45280	40	6720	3100	111	2690	57790
25/10/2018	218	60500	40	6780	3240	117	0	70520
26/10/2018	271	76060	21	3080	3520	145	0	82660
	<b>1011</b>	<b>279880</b>	<b>181</b>	<b>36360</b>	<b>13320</b>	<b>499</b>	<b>5650</b>	<b>335210</b>
<b>WEEK 3</b>								
29/10/2018	167	51880	40	9940	1640	60	0	63460
30/10/2018	167	48780	40	8940	1520	49	0	59240
31/10/2018	217	65420	21	4560	4180	159	1520	75680
1/11/2018	192	62460	40	8860	4620	197	0	75940
2/11/2018	226	67760	21	2940	4720	186	0	75420
	<b>969</b>	<b>296300</b>	<b>162</b>	<b>35240</b>	<b>16680</b>	<b>651</b>	<b>1520</b>	<b>349740</b>
<b>WEEK 4</b>								
5/11/2018	188	57860	0	0	4320	154	0	62180
6/11/2018	0	0	0	0	0	0	0	0
7/11/2018	125	43840	61	19920	2120	70	2100	67980
8/11/2018	186	67920	21	5840	3440	123	0	77200
9/11/2018	213	73240	21	2200	7000	239	0	82440
	<b>712</b>	<b>242860</b>	<b>103</b>	<b>27960</b>	<b>16880</b>	<b>586</b>	<b>2100</b>	<b>289800</b>
<b>WEEK 5</b>								
12/11/2018	217	65040	40	10440	4580	173	0	80060
13/11/2018	171	51680	40	9980	1380	50	1680	64720
14/11/2018	196	64120	40	8600	1700	55	0	74420
15/11/2018	242	76980	19	4280	1980	68	0	83240
16/11/2018	460	139240	38	8180	10540	356	0	157960
	<b>1286</b>	<b>397060</b>	<b>177</b>	<b>41480</b>	<b>20180</b>	<b>702</b>	<b>1680</b>	<b>460400</b>
<b>WEEK 6</b>								
19/11/2018	196	60060	40	9180	1500	54	0	70740
20/11/2018	242	68960	21	3360	2180	75	1120	75620
21/11/2018	242	73260	40	9700	2320	75	0	85280
22/11/2018	267	82880	40	8360	4920	173	0	96160
23/11/2018	374	96000	21	2860	3880	152	0	102740
	<b>1321</b>	<b>381160</b>	<b>162</b>	<b>33460</b>	<b>14800</b>	<b>529</b>	<b>1120</b>	<b>430540</b>
<b>Clean Up</b>								
3/12/2018	21	4720	0	0	440	18	0	5160
	<b>21</b>	<b>4720</b>	<b>0</b>	<b>0</b>	<b>440</b>	<b>18</b>	<b>0</b>	<b>5160</b>
<b>Total</b>	<b>6101</b>	<b>1800760</b>	<b>884</b>	<b>194900</b>	<b>94780</b>	<b>3422</b>	<b>12870</b>	<b>2103310</b>

Appendix B  
Waste Collection Areas



Moreland Council Hard Waste Collection 2018



## **DCD7/19 ACCESS AND INCLUSION CATEGORY - MORELAND COMMUNITY AWARDS (D19/102647)**

### **Director Community Development**

### **Community Wellbeing**

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#### **Executive Summary**

At the November 2018 Council meeting, Council resolved via a Notice of Motion (NOM54/18) to seek advice from Council's Disability Working Group, officers and traders to understand what opportunities may exist to make our city more accessible and inclusive.

The report provided 2 recommendations in response to Cr Martin's Notice of Motion. Following further discussion with Cr Martin, Council Officers are working to provide a more comprehensive report on the effectiveness of the Good Access Is Good Business program with a further report being tabled at a future Council Meeting.

During the consultation with the Moreland Disability Working Group on the above Notice of Motion the group recommended that Council explore opportunities to highlight good practice through an awards program that included celebrating and rewarding community/businesses who make a valuable contribution towards disability access and inclusion. Council's Civic Events team were also consulted during this process.

It is recommended that the additional category be incorporated into the 2019 Moreland Community awards in readiness for publicising in late April 2019.

#### **Officer Recommendation**

That Council includes the category of Access and Inclusion in the Moreland Community Awards, with the following criteria:

1. The nominee has made a valuable contribution towards disability access and inclusion;
2. The nominee has made a significant contribution towards advancing the rights and interests of people with a disability;
3. The nominee has provided opportunities for increased participation, access and inclusion for people with a disability; and
4. The nominee has created a positive change in raising awareness about important issues relating to people with a disability.

## 1. Policy Context

Council's Human Rights Policy 2016 – 2026 commits to working towards reducing barriers, increasing participation and addressing discrimination for people with a disability. The addition of this category supports Council's role in Advocacy and Leadership by providing a platform for highlighting the exceptional work undertaken by the community.

## 2. Background

At the November 2018 Council meeting, Council resolved via a Notice of Motion (NOM54/18) to seek advice from Council's Disability Working Group, officers and traders to understand what opportunities may exist to make our city more accessible and inclusive.

Prospective opportunities raised for consideration by the Notice of Motion included:

- A Council branded window sticker program demonstrating that a store or venue is accessible;
- A Council branded store window sticker program indicating that a store or venue offers the use of their toilet to members of the public;
- An online map highlighting which stores or venues are accessible, and/or offer the use of their toilet to members of the public; and
- Any other online map programs for consideration, including low sensory shopping outlets.

In consultation with Cr Martin, the above opportunities are being considered with a more detailed report being tabled for Council in the coming months.

Prospective opportunities raised for consideration by the Notice of Motion included a shopfront window sticker program, online maps, a grants program and other means to incentivise small businesses in Moreland to increase shopfront accessibility in Moreland.

During the consultation with the Moreland Disability Working Group on the above Notice of Motion, one key recommendation raised by the group was that Council could both readily incentivise and highlight good practice in accessibility and inclusivity through the Moreland Awards program. This could be achieved through including the following criteria for nominees that have:

- Made a valuable contribution towards disability access and inclusion;
- Made a significant contribution towards advancing the rights and interests of people with a disability;
- Provided opportunities for increased participation, access and inclusion for people with a disability; and
- Created a positive change in raising awareness about important issues relating to people with a disability.

## 3. Issues

### Social implications

This is an opportunity to recognise the work by the community in addressing issues of disability access and inclusion. It will also provide examples for other community members, services and businesses.

### Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities. The inclusion of this category is in accordance with the Charter.

#### **4. Consultation**

This category and criteria was developed in consultation with members of Disability Working Group. The Civic Events Team Leader was also consulted and advised on the process for including the additional award based on prior precedents.

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

#### **6. Financial and Resources Implications**

Any additional resourcing required for this category will be incorporated into the existing budget for the Community Awards.

#### **7. Implementation**

The additional category will be incorporated into the 2019 Moreland Community Awards in readiness for publicising in late April 2019.

#### **Attachment/s**

There are no attachments for this report.

# DCF22/19 CYCLIST SAFETY ON JOHN STREET - EAST BRUNSWICK SHIMMY - COUNCIL ACTION PLAN ITEM (D19/91463)

## Director City Futures

### City Strategy and Design

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#### Executive Summary

John Street, Brunswick East is part of the Brunswick East Shimmy, the primary on-street bike route connecting Brunswick to the Canning Street bike boulevard. John Street is estimated to have an additional 804 vehicles movements a day as a result of the 222 resident car parking spaces from the parts of the planned future East Brunswick Village (EBV) that have access via John Street. Notably, following community consultation the Development Plan approved for the East Brunswick Village provides for pedestrian access only from the main street within EBV to John Street. The EBV developers are also required to offset additional pressure on traffic generated through provision of traffic calming on John Street.

Consultation was undertaken on 8 June 2018 involving local residents, a representative from Bicycle Network Victoria, Councillor Riley, Councillor Dorney and a Council officer regarding options for improving safety of cyclists travelling along the East Brunswick Shimmy on John Street. Stakeholders were presented several options for discussion which involved various road reconfigurations to maintain and enhance the shimmy route.

The feedback, from the consultation showed support for a dedicated bicycle lane on John Street with majority support for 2-way traffic with dedicated bicycle lanes, even if this resulted in the loss of parking. Concerns were also raised regarding issues of parking availability, bin collection, banning turning movements, and impact on surrounding roads.

From the feedback a suite of projects has been developed for John Street which include a road closure at Albert Street, giving priority to the East Brunswick Shimmy (Attachment 1), and to upgrade the refuge island on Glenlyon Road at John Street (Attachment 2).

The closure at Albert Street will remove the existing rat running through traffic on John Street and reduce traffic to only local residents. A retractable bollard would need to be installed at the closure to maintain access for waste service vehicles.

To enhance crossing from Fleming Parking to John Street across Albert Street, Council officers are proposing to give right of way to cyclists and pedestrians on the East Brunswick Shimmy. This treatment would require traffic on Albert Street to give way and would need the removal of on street parking. Notably the Fleming Park Master Plan supports the removal of parking at the entrances to Fleming Park.

The existing refuge island on Glenlyon Road is not performing its intended purpose. The 'Keep Left' signs are regularly struck by vehicles and it does not provide adequate refuge for pedestrians. A preliminary functional layout has been completed that widens the refuge island and includes Disability Discrimination Act compliant pram crossings.

#### Officer Recommendation

That Council:

1. Provide in-principle support to close John Street at Albert Street, improving the crossing at Albert Street and upgrade the refuge island at the intersection of Glenlyon Road and John Street.
2. Approves the commencement of the process under Section 207, Schedule 11, Clause 10(1)(c) of the *Local Government Act 1989* to erect temporary barriers in John Street from Albert Street to a point 8 metres to the south of Albert Street to block the passage of vehicles other than bicycles, for the purpose of a genuine traffic diversion experiment.

3. Gives public notice of the traffic diversion experiment proposals and calls for submissions under Section 223 of the *Local Government Act 1989* as required by Section 207A of the Act, in the *Moreland Leader* and *Northern Leader* newspapers, on Council's website and to owners and occupiers of all properties in the area bounded by Nicholson Street, Glenlyon Road, Hutchinson Street, Fleming Park and Victoria Street.
4. Appoints Councillor \_\_\_\_\_ as Chair, and Councillors \_\_\_\_\_, \_\_\_\_\_ and \_\_\_\_\_ to a Committee to hear any submitters requesting to be heard in support of their written submission.
5. Notes the Hearing of Submissions Committee meeting will be held on a date and time to be set, at the Moreland Civic Centre, 90 Bell Street, Coburg.
6. Following the consultation process, receives a report outlining any submissions received in relation to the proposed traffic diversion experiment and the report from VicRoads on the proposal, with a recommendation whether to proceed.

## **1. Policy Context**

### **Council Action Plan (CAP) item 38**

Commits to facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use. This CAP item has a deliverable to review the Moreland Integrated Transport Strategy (MITS) with specific focus on achievement of this outcome to drive later year's action to enable mode shift and reduction in traffic congestion.

### **Moreland Integrated Transport Strategy (MITS) 2019**

Moreland's recently adopted MITS 2019 which provides for pedestrians and cyclists to receive the highest priority in Council's decision making regarding road space priority and road use.

MITS also includes Headline Action 3 which supports the use of road closures to support mode shift whilst maintaining pedestrian and cyclist permeability.

## **2. Background**

John Street is part of the Brunswick East Shimmy that provides a north south connection for cyclists.

The East Brunswick Village (EBV) development is expected to increase traffic on John Street. The traffic report regarding the development estimated an additional 804 vehicles movements a day on John Street as a result of the 222 resident car parking spaces from the development that have access via John Street. Notably, following community consultation the Development Plan approved for the East Brunswick Village provides for pedestrian access only from the main street within EBV to John Street. The EBV developers are also required to offset additional pressure on traffic generated through provision of traffic calming on John Street and put forward alternatives to maintain the shimmy route.

Officers have reviewed the expected impact to John Street and recommend that traffic calming measures are put in place. These measures aim to provide a safe space for cyclists.

## **3. Issues**

A number of options have been identified to maintain cyclist priority on the shimmy along John Street (from Fleming Park to Glenlyon Road). These options are outlined in this section.

### **Close John Street at Albert Street**

The closure of John Street at Albert Street (**Attachment 1**) would remove any through traffic, ensuring that John Street would only provide local vehicle access. The East Brunswick Shimmy generally follows low volume and low speed routes, so removing the through traffic on John Street would provide a similar level of service that exists already on other sections of the shimmy.

The closure delivers MITS action item 3: Close busy local roads to through traffic whilst maintaining pedestrian and cyclist permeability.

The main constraint for the closure would be how to maintain Council service vehicle access (e.g. waste collection) as there is insufficient space to provide an area for waste vehicles to turn around. It would be inappropriate for a service vehicle to reverse the 290-metre length of John Street. The best option would be to allow waste vehicles access through the closed section. This would likely be done by a retractable bollard.

Additionally, Council's Transport Unit have started discussions with Council's Environmental Sustainable Design (ESD) Unit regarding the possibility of water sensitive urban design (WSUD) being implemented in the closed area. The WSUD would aim to enhance local amenity.

### **Improved Albert Street crossing**

The expected volume of traffic on Albert Street, on-street parking, and narrow footpath makes it difficult for cyclists to cross Albert Street (between Fleming Park and John Street) during peak periods. It is recommended to change the priority of traffic by having traffic on Albert Street give way to traffic travelling along the shimmy. This will be achieved with a raised threshold, Give Way hold line, signage, and kerb outstands. A sketch of the proposal is included at **Attachment 1**.

Albert Street is classified as a local road in MITS, while the East Brunswick Shimmy is considered a priority cycling route. Additionally, MITS' User Hierarchy places cyclists above drivers.

A similar treatment has been successfully installed in Albert Street at Gilpin and Clifton Park.

This treatment would require the removal of approximately five parking spaces to ensure there is clear line of sight for both cyclists and drivers. The exact number of parking spaces lost will be known once the design progresses. The removal of parking at the entrances to Fleming Park was one of the recommendations in the Fleming Park Master Plan.

### **Glenlyon Road refuge island upgrade**

The existing refuge island on Glenlyon Road at John Street is currently not performing as intended. The 'Keep Left' signage keeps getting hit by vehicles and the island does not cater for pedestrians wanting to cross Glenlyon Road. Pedestrians and cyclists crossing at this location are expected to increase as the island provides access to the EBV and the 506 bus route. Council officers have engaged a consultant to design an upgraded refuge island (refer to **Attachment 2** for the preliminary functional layout). The increased size of the island would require the loss of approximately three on-street parking spaces. A similarly designed refuge island has successfully been implemented on Dawson Street at Pottery Court.

One design factor of note is the island design has catered for a potential signalised pedestrian crossing if required in the future to support pedestrians and vehicles exiting John Street. Please note that VicRoads' authorisation must be obtained before traffic signals can be installed.

### **Other options considered**

Protected bicycle lanes are an option that would cater for cyclists with a lower level of riding confidence. To implement protected lanes requires removal of half of the parking along John Street and making the street one-way. A one-way street would complicate waste collection and may promote the use of John Street as a rat run as the traffic can freely travel in one direction. The alternative would be to remove all the on-street parking. This option was not favoured over the road closure when comparing relative merits and dis-benefits.

Protected bicycle lanes would be the preferred option if a similar level of infrastructure was provided on the rest of the route. However, as the East Brunswick Shimmy is primarily on road, protected bicycle lanes are not recommended.

The threshold treatments on Albert Street and Glenlyon Road at John Street that were supported during the public meeting have been removed from the suite of projects as Council officers believe the road closure and island upgrade provide an improved level of traffic calming at this time.

## **Recommendation summary**

- Give priority to the East Brunswick Shimmy (traffic on Albert Street to give way).
- Closure John Street to vehicles at Albert Street
- Maintain on-street parking on both sides of John Street.
- Upgrade the refuge island on Glenlyon Road to improve safety and cater for pedestrians.

## **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

A public meeting was held from 2 pm to 5 pm on Friday 8 June 2018 regarding options for improving safety of cyclists travelling along the East Brunswick Shimmy on John Street from the expected increase in traffic movements from the EBV development.

In attendance were residents of John Street and the surrounding area, a representative from Bicycle Network Victoria, Moreland Bicycle User Group, Brunswick Residents Network and Councillors Mark Riley and Jess Dorney.

There was a lower than expected attendance at the meeting. Council officers were contacted by people stating they were not able to attend the meeting, due to when it was being held.

The meeting was held at Clarrie Wohlers Senior Citizens Centre in Fleming Park, Brunswick East. Council advised attendees as part of the planning approval the developers of the EBV were required to offset additional pressure on traffic generated by installing or funding traffic calming on John Street and put forward alternatives to maintain the shimmy route.

The treatments proposed by Council officers and accepted by the developers include two raised thresholds at the intersection at Albert Street, Glenlyon Road and John Street to complement the two existing speed humps.

Stakeholders were presented several options for discussions which involved various road reconfigurations to maintain the bicycle path and ensure safety.

The community provided positive feedback to a dedicated bicycle lane to ensure the viability of the East Brunswick Shimmy with a majority of those supporting two-way traffic with dedicated bicycle lanes, even if it resulted in the loss of parking. Concerns were raised regarding several issues including parking availability, bin collection, banning turning movements, and impact on surrounding roads.

Additionally, the ideas proposed during the meeting did not properly match the road conditions found on the other sections of the route. Council officers now support alternative traffic calming measures that cater to the broader community.

It is noted that a formal consultation process under Section 223 of the *Local Government Act 1989* is required to close John Street at Albert Street as a part of the statutory process required to close the road.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

The exact costs of the works will not be known until a detailed design is undertaken, however it is anticipated that the works can be completed within existing capital works program budgets.

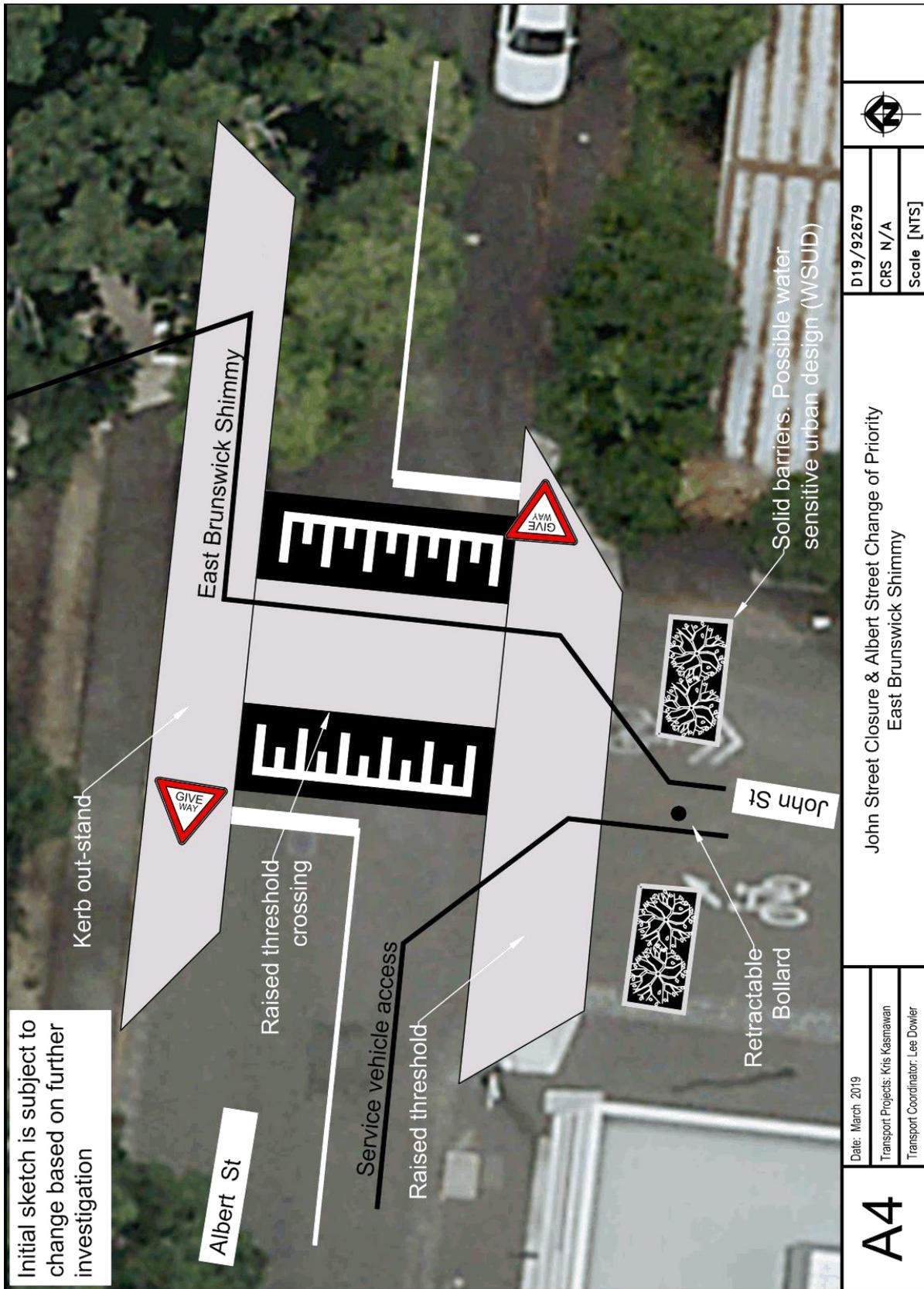
## 7. Implementation

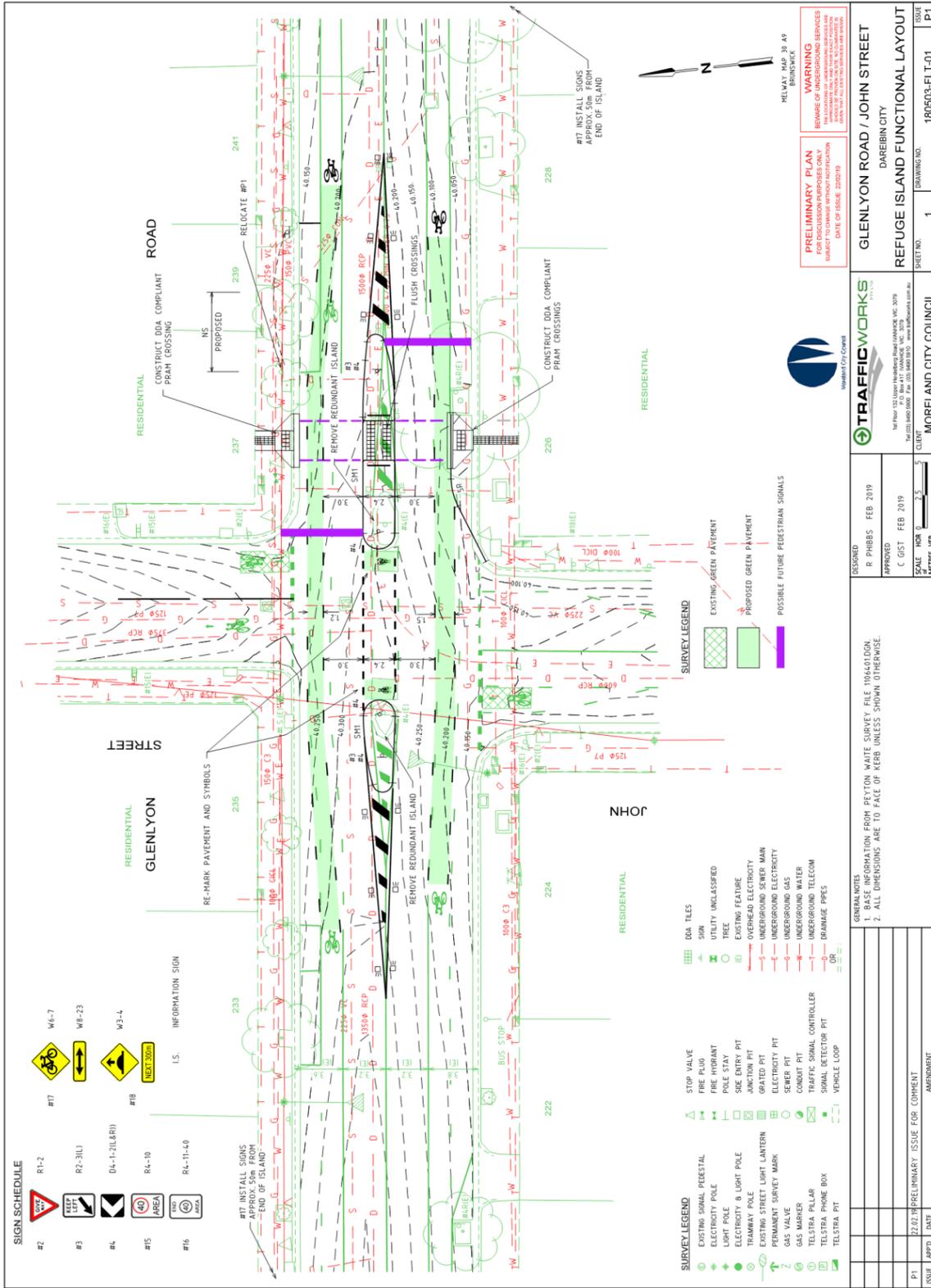
If supported, officers would undertake the Section 223 public consultation process as required in the *Local Government Act 1989* to close John Street at Albert Street. Works to improve bicycle safety and priority at Glenlyon Road would progress to detailed design to enable costs to be known.

Works would be expected to be implemented in the 2019/2020 financial year.

### Attachment/s

- 1 [↓](#) Preliminary Sketch Plan - John Street Closure - Albert Street Raised Crossing D19/92679
- 2 [↓](#) Preliminary Functional Layout Plan - Glenlyon Road John Street Refuge Island D19/92114





**SIGN SCHEDULE**

#2	R1-2	W4-7
#3	R2-3(L)	W8-23
#4	D4-1-2(L&R)	W3-4
#15	R4-10	W10-200A
#16	R4-11-40	I.S. INFORMATION SIGN

**SURVEY LEGEND**

STOP VALVE	DOA TILES
FIRE PUMP	SUN
FIRE HYDRANT	UTILITY UNCLASSIFIED
POLE STAY	TREE
SIDE ENTRY PIT	EXISTING FEATURE
JUNCTION PIT	OVERHEAD ELECTRICITY
ELECTRICITY PIT	UNDERGROUND SEWER MAIN
COMBUST PIT	UNDERGROUND ELECTRICITY
TRAFFIC SIGNAL CONTROLLER	UNDERGROUND WATER
SIGNAL DETECTOR PIT	UNDERGROUND TELCOM
VEHICLE LOOP	DRAINAGE PIPES

**GENERAL NOTES**

1. BASE INFORMATION FROM PEYTON WAITE SURVEY FILE 10640.DGN.
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.

**DESIGNED**  
R PHIBBS FEB 2019

**APPROVED**  
C GUST FEB 2019

SCALE: HOR 1:250  
VERT 1:50  
METRES

**TRAFFICWORKS**  
Moreland City Council

**GLENLYON ROAD / JOHN STREET**  
DAREBIN CITY  
REFUGE ISLAND FUNCTIONAL LAYOUT

SHEET NO. 1  
DRAWING NO. 180503-FL-01

DATE	ISSUE	APPD	DATE	ISSUE	APPD
	1			1	

# DCF23/19 TRAM ROUTE 96 - RECONSTRUCTION OF TRAM STOP 22 - NICHOLSON STREET, BRUNSWICK EAST (D19/58741)

## Director City Futures

### City Change

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#### Executive Summary

Council has received plans from Public Transport Victoria (PTV) for the reconstruction of tram stop 22 (between Brunswick Road and Park Street) on route 96, Nicholson Street, Brunswick East, to provide a fully accessible, *Disability Discrimination Act 1992* (DDA) compliant island platform with shelters (Attachment 1). Approval of the plans is sought under the provisions of the *Tramway Infrastructure Upgrade Incorporated Document (May 2017)* within the Moreland Planning Scheme. The geographical jurisdiction of Council's assessment is only on the western side of Nicholson Street, north of Park Street, within the municipal boundary.

Council provided approval of plans submitted by PTV to reconstruct stops 23, 24 and 25 at the December 2018 Council meeting as part of a package of works to progress full DDA compliance for the entire 96 tram route.

Three issues are highlighted for consideration; the loss of three on-street parking spaces, cycling access and safety, and management of a heritage artefact within the project area.

The loss of parking occurs at a location where alternative off-street parking is available within a convenient distance and there is rear access to affected commercial properties.

Issues related to cycling safety along the Capital City Shared Trail are addressed through a 4.5-metre-wide signalised crossing of Nicholson Street reconstructed as part of the project (refer to Attachment 2). Ongoing engagement between Council and PTV is occurring to further improve the East Brunswick Shimmy linking to the Canning Street bike boulevard (175 metres west of Nicholson Street) as the preferred north-south safe cycling route.

The heritage issue, being the remnants of the disused Inner Circle Railway Line, can be addressed by applying measures recommended in the Jacobs Heritage Impact Assessment at Attachment 3. Internal heritage advice included at Attachment 4 states a preference for retaining the remnant tracks in their current position, but if this is not possible they should be incorporated into an interpretative display as close as possible to the removal location.

An additional heritage related matter not covered by a Heritage Overlay, is the issue of removal of bluestone drainage channel pitchers along the western side of Nicholson Street. Removal is necessary to maintain a 2.8-metre-wide traffic lane following a realignment of the tram tracks, however the kerbstones will be retained. The bluestone kerbstones should be replaced in accordance with Moreland's Technical Notes.

#### Officer Recommendation

That Council:

1. Approves the submitted plans for Tram Stop 22 on Route 96.
2. Authorises the Director City Futures to negotiate with Public Transport Victoria (PTV) to secure an appropriate interpretive display of the redundant rail tracks removed from the Nicholson Street roadway at full cost to PTV, subject to the condition of the track following excavation. Site preference for the display is between the rail heritage remnant paling fence and the tram power substation within the Inner Circle Linear Park.
3. Advises PTV of Council's requirement to replace removed bluestone kerb and channel in accordance with the relevant Moreland Technical Note.

## **1. Policy Context**

The Moreland Integrated Transport Strategy 2019 (MITS) supports access by people of all abilities to a range of public transport services, including trams.

## **2. Background**

At the December 2018 Council meeting, Council resolved to approve plans submitted by Public Transport Victoria (PTV) for tram stops 23, 24 and 25. These plans have been issued. Subsequently, PTV have now submitted plans (**Attachment 1**) for the reconstruction of tram stop 22 on route 96, Nicholson Street, Brunswick East, to provide a fully accessible, DDA compliant island platform with shelters.

Approval of the plans is sought under the provisions of the *Tramway Infrastructure Upgrade Incorporated Document (May 2017)* within the Moreland Planning Scheme. Condition 4.2.1 of the *Tramway Infrastructure Upgrade Incorporated Document* states:

*Prior to the commencement of any development (including the display of a promotion sign), plans showing the location and elevations of the proposed development must be prepared for approval by the responsible authority.*

The geographical jurisdiction of Council's assessment is limited to the western side of Nicholson Street, north of Park Street, within the municipal boundary.

The project centres on the construction of a 67-metre-long island platform providing level access for inbound and outbound route 96 trams. Route 96 reports the highest patronage figures on the network.

## **3. Issues**

### **Parking implications**

The submitted plans show a loss of three on street parking spaces outside 10 commercial premises on the west side of Nicholson Street, Brunswick East, between the Capital City Trail and Brunswick Road. One of the spaces is outside 1-5 Nicholson Street and the other two are outside 7-11 Nicholson Street. The current restrictions for these spaces are:

- Monday to Friday 9 am to 6 pm – 1-hour parking;
- Saturday 9 am to 1 pm – 1-hour parking; and
- Sunday – No restriction.

The relocation of the tram tracks to create space for a level island style tram stop between the tracks necessitates the need to remove parking.

It is noted that some of the commercial properties have access to parking at the rear. No direct property access from Nicholson Street is affected.

The nearest alternative available parking is in a laneway 50 metres south and west of the site (7 indented bays unrestricted) and a Council car park 75 metres south and west of the site (10 bays – restricted as 2-hour – 8 am to 6 pm Monday to Saturday). Further south, there is 1-hour parking in Park Street within the City of Yarra.

Given the level of nearby existing parking, it is not expected that the loss of 3 parking spaces is likely to be excessively disruptive to the community.

## **Pedestrian and cycling implications**

The reconstruction of tram stop 22 is located adjacent to the point where Nicholson Street and the Capital City Trail intersect. Pedestrian operated signals that currently exist will be replicated as part of the tram stop reconstruction. Submitted plans show the width of the Capital City Trail crossing to be 4.5 metres wide (**Attachment 2**). This represents a widening of the existing 2.5 metre crossing and can help reduce conflict between cyclists and pedestrians, enabling a 3.0 metre two-way bike path and a 1.5 metre walkway across Nicholson Street.

The Capital City Trail is a popular commuting and recreational cycling route. Council has a totem style digital display counter on the trail, immediately west of Nicholson Street and adjacent to VeloCycles/ Café. The latest 24-hour data drawn from the counter shows:

- Peak day – (Monday 11 February 2019) - 4,967 riders; and
- Daily average (2019) - 3,384 riders.

Additionally, PTV has engaged with Council officers with support to carry out a range of improvements to the East Brunswick Shimmy and Canning Street to consolidate this north – south link as a more attractive alternative to cycling on Nicholson Street.

## **Heritage implications**

### ***Inner Circle Rail remnant tracks in Nicholson Street***

A small section of proposed stop project area is affected by Heritage Overlay HO133 – (Inner Circle Rail alignment). The overlay recognises the historical significance of the old Inner Circle Rail Line, which ran in the alignment now taken up by the Capital City Shared Trail. The Inner Circle Railway opened in May 1888 and was closed to passenger trains in November 1948. It continued to carry some goods trains until its removal and demolition in the 1960s. It provided an alternate access to the city from Epping, with trains able to run either via Clifton Hill or Royal Park. Notably, special passenger trains were operated on the line during the Melbourne Olympics in 1956.

The Incorporated Document enabling tram improvement works requires the proponent to provide a Heritage Impact Assessment where works are affected by a Heritage Overlay. The assessment is included at **Attachment 3** and identifies a management strategy for the identified heritage items.

The heritage artefacts are identified as:

- A small paling fence that can be protected during construction with a temporary barrier and retained on site;
- Steel rail fence posts fence that can be protected during construction with temporary barrier and retained on site; and
- Removal of 3.1 metres (of 12.6 metres) of two steel railway tracks embedded in the asphalt road pavement of Nicholson Street that require removal. It is proposed that the tracks be photographed for archival purposes, removed and, subject to their overall condition, be incorporated into an interpretative display in an appropriate off-site location to be determined.

The reason for removing the 3.1 metres length of the redundant tracks is the entire section of road and track reserve will be excavated and rebuilt to enable the outbound tram track to be realigned westward to create space for the accessible centre island platform. If the redundant tracks were replaced in the original alignment they would be at right angles to operational tram tracks and could present a hazard. The new generation of E Class trams are considerably heavier than earlier rolling stock and require a consistent track alignment and load bearing. Notably the 9.5 metre length of existing tracks within the reserve and footpath, that does not extend into the realigned road surface, will remain in place providing a continued reference to the heritage past of the inner circle railway.

The matter was referred to Council's Heritage Consultant who provided comments included at **Attachment 4**.

The comments indicate a preference to retaining the tracks in their original location, but notes that if this is not possible recommends the tracks being incorporated into an interpretative display as close as possible to the original location.

Given the impracticality and safety concerns with retaining the tracks in the current location it is recommended that they be displayed immediately west of another intact heritage item, the paling fence that was part of the old railway gatehouse. This location will maintain a nexus with the heritage value of the former heavy rail line and the current tram line.

#### ***Bluestone kerb and channel removal***

The submitted plans show removal of the 2 lines of bluestone drainage channel pitchers along the western side of Nicholson Street between Brunswick Road and Park Street, a distance of approximately 100 metres. The bluestone kerb would be retained.

The reason for removing the bluestone is because the entire section of road and track reserve will be excavated and rebuilt to enable the outbound tram tracks to be relocated westward to create space for the accessible centre island platform. This realignment makes it necessary to ensure that traffic lanes with a consistent surface minimum width of 2.8 metres are created. Removal of the drainage pitchers would also result in a smoother road surface next to the kerb for cyclists.

Given the inherent heritage value of bluestone kerb and channel, it is appropriate to request that PTV replace any removed bluestone in accordance with Moreland's published Technical Notes. This is consistent with the works instruction C10 in the proposed plans, being on page 2, drawing number IS168200-LP-RDG-0102 at **Attachment 1**.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

Reconstruction of the tram stop will provide an island type accessible tram stop that will assist users with mobility constraints.

#### **4. Consultation**

Public consultation was undertaken by PTV in the form of letter drops and traders and community drop in sessions in early March.

No community concerns have been lodged with Council.

The circumstances of an exemption from the need for a planning permit provided by the process for approval of plans under Condition 4.2.1 of the of the *Tramway Infrastructure Upgrade Incorporated Document (May 2017)* within the Moreland Planning Scheme does not provide for a public notification process. There are also no third-party rights of review to the Victorian Civil and Administrative Tribunal in these circumstances.

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

#### **6. Financial and Resources Implications**

Further engagement with PTV relating to management of issues relating to the project will use existing Council resources. It is expected that the costs of relocating and maintaining the heritage rail artefact and reconstructing vehicle crossings will be met by PTV as part of the project.

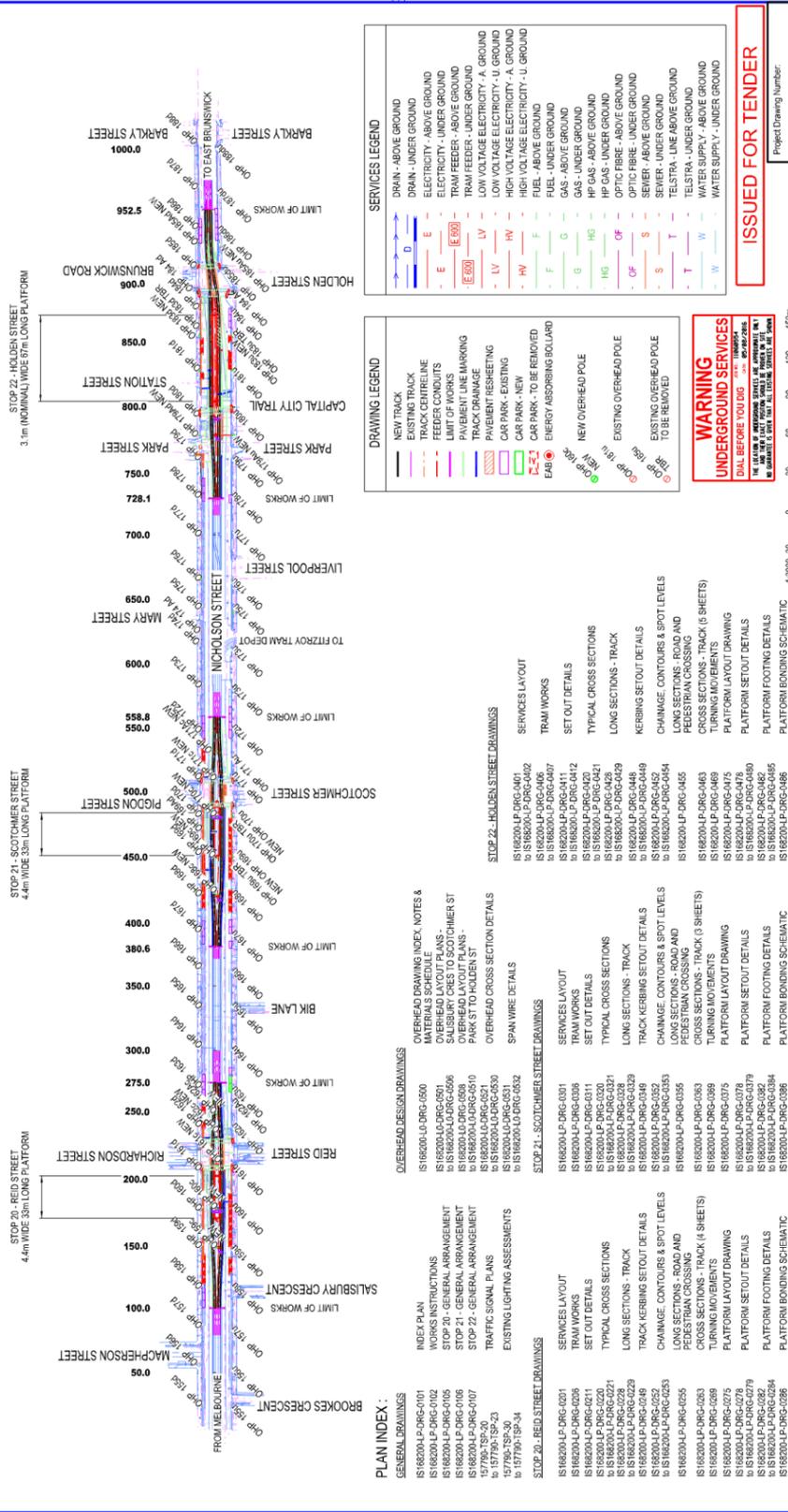
## 7. Implementation

Issuing of stamped approved plans with a covering letter outlining Council's expectations of PTV's management of the issues discussed will enable the project to proceed to tender and construction later in 2019.

### Attachment/s

<a href="#">1</a>	Drawings - Tram Stop 22 - Route 96 Nicholson Street	D19/61874
<a href="#">2</a>	Capital City Trail Bike and pedestrian Crossing Cross Detailed Plans - Tram Stop 22 - Route 96	D19/64467
<a href="#">3</a>	Heritage Impact Assessment - Removal of Inner Circle Rail Tracks for Tram Stop - Tram Stop 22 - Route 96	D19/61878
<a href="#">4</a>	Heritage Advisor Response Track Removal - Tram Stop 22 - Route 96 Upgrade	D19/95185

# ROUTE 96 - NICHOLSON STREET STOPS 20, 21, 22 (OHP 157 TO OHP187) PLATFORM, TRACK & OVERHEAD RENEWALS



**PLAN INDEX :**

**GENERAL DRAWINGS**

- IS16200-LP-DRG-0101 INDEX PLAN
- IS16200-LP-DRG-0102 WORKS INSTRUCTIONS
- IS16200-LP-DRG-0103 STOP 21 - GENERAL ARRANGEMENT
- IS16200-LP-DRG-0106 STOP 22 - GENERAL ARRANGEMENT
- IS16200-LP-DRG-0107 STOP 22 - GENERAL ARRANGEMENT
- 15790-TSP-20 TRAFFIC SIGNAL PLANS
- 15790-TSP-23 EXISTING LIGHTING ASSESSMENTS
- 15790-TSP-24 EXISTING LIGHTING ASSESSMENTS

**STOP 20 - REID STREET DRAWINGS**

- IS16200-LP-DRG-0201 SERVICES LAYOUT
- IS16200-LP-DRG-0209 TRAM WORKS
- IS16200-LP-DRG-0211 SET OUT DETAILS
- IS16200-LP-DRG-0220 TYPICAL CROSS SECTIONS
- IS16200-LP-DRG-0221 LONG SECTIONS - TRACK
- IS16200-LP-DRG-0229 TRACK KERBING SET OUT DETAILS
- IS16200-LP-DRG-0230 CHANGE, CONTOURS & SPOT LEVELS
- IS16200-LP-DRG-0233 PEDESTRIAN CROSSING
- IS16200-LP-DRG-0235 TURNING MOVEMENTS
- IS16200-LP-DRG-0275 PLATFORM LAYOUT DRAWING
- IS16200-LP-DRG-0279 PLATFORM SET OUT DETAILS
- IS16200-LP-DRG-0284 PLATFORM FOOTING DETAILS
- IS16200-LP-DRG-0286 PLATFORM BONDING SCHEMATIC
- IS16200-LP-DRG-0287 PLATFORM CONDUIT SCHEMATIC

**STOP 21 - SCOTCHMER STREET DRAWINGS**

- IS16200-LP-DRG-0301 SERVICES LAYOUT
- IS16200-LP-DRG-0309 TRAM WORKS
- IS16200-LP-DRG-0311 SET OUT DETAILS
- IS16200-LP-DRG-0320 TYPICAL CROSS SECTIONS
- IS16200-LP-DRG-0321 LONG SECTIONS - TRACK
- IS16200-LP-DRG-0329 TRACK KERBING SET OUT DETAILS
- IS16200-LP-DRG-0330 CHANGE, CONTOURS & SPOT LEVELS
- IS16200-LP-DRG-0333 PEDESTRIAN CROSSING
- IS16200-LP-DRG-0375 TURNING MOVEMENTS
- IS16200-LP-DRG-0379 PLATFORM LAYOUT DRAWING
- IS16200-LP-DRG-0384 PLATFORM SET OUT DETAILS
- IS16200-LP-DRG-0386 PLATFORM FOOTING DETAILS
- IS16200-LP-DRG-0388 PLATFORM BONDING SCHEMATIC
- IS16200-LP-DRG-0387 PLATFORM CONDUIT SCHEMATIC

**STOP 22 - HOLDEN STREET DRAWINGS**

- IS16200-LP-DRG-0401 SERVICES LAYOUT
- IS16200-LP-DRG-0402 TRAM WORKS
- IS16200-LP-DRG-0412 SET OUT DETAILS
- IS16200-LP-DRG-0420 TYPICAL CROSS SECTIONS
- IS16200-LP-DRG-0421 LONG SECTIONS - TRACK
- IS16200-LP-DRG-0429 TRACK KERBING SET OUT DETAILS
- IS16200-LP-DRG-0449 CHANGE, CONTOURS & SPOT LEVELS
- IS16200-LP-DRG-0454 PEDESTRIAN CROSSING
- IS16200-LP-DRG-0455 TURNING MOVEMENTS
- IS16200-LP-DRG-0475 PLATFORM LAYOUT DRAWING
- IS16200-LP-DRG-0479 PLATFORM SET OUT DETAILS
- IS16200-LP-DRG-0480 PLATFORM FOOTING DETAILS
- IS16200-LP-DRG-0485 PLATFORM BONDING SCHEMATIC
- IS16200-LP-DRG-0486 PLATFORM CONDUIT SCHEMATIC
- IS16200-LP-DRG-0487 PLATFORM CONDUIT SCHEMATIC

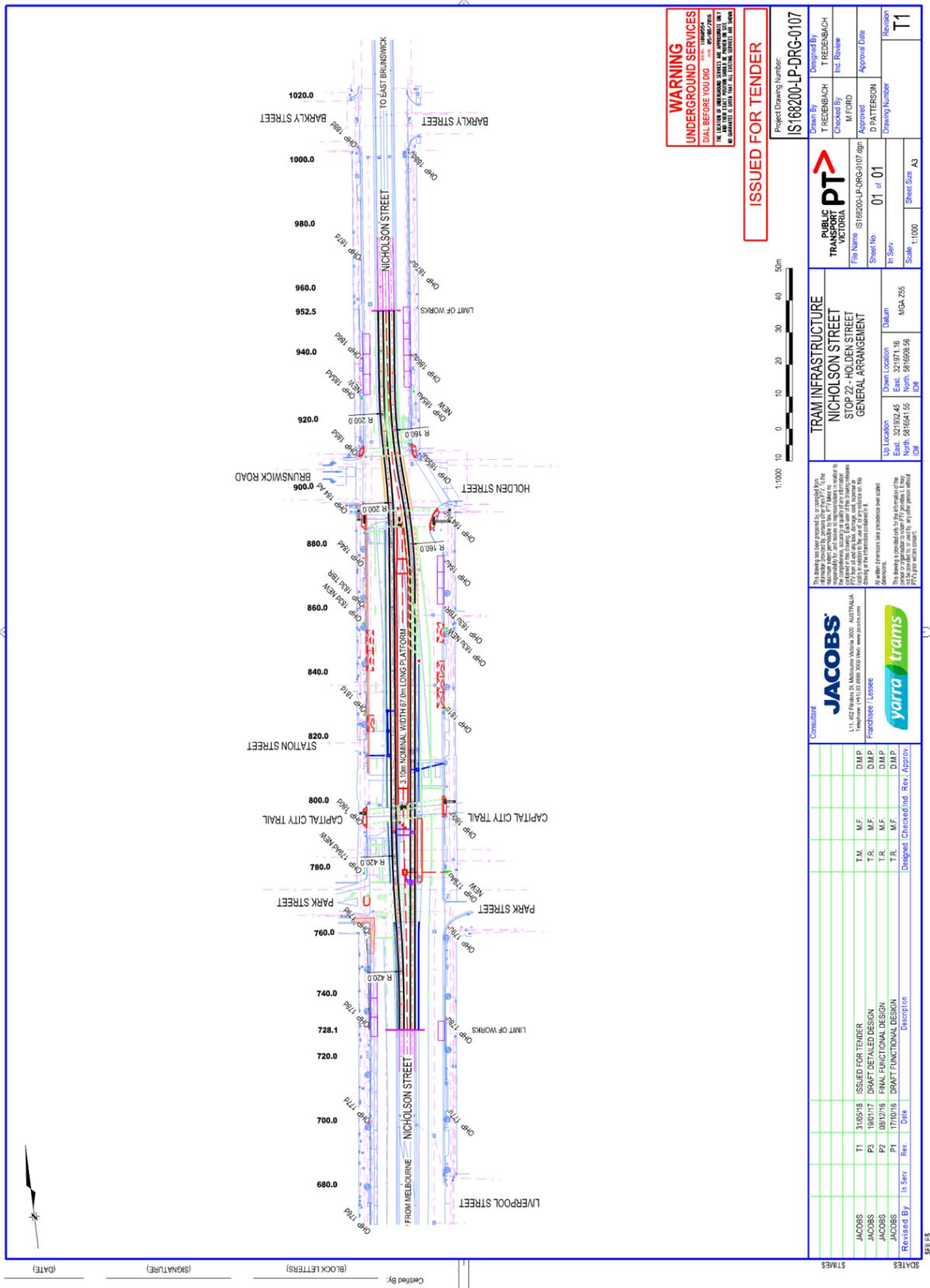
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JACOBS	P3	1	19/01/17	DRAFT DETAILED DESIGN
JACOBS	P2	1	08/12/16	FINAL FUNCTIONAL DESIGN
JACOBS	P1	1	17/10/16	DRAFT FUNCTIONAL DESIGN

Drawn	Checked	Approved	Scale	Sheet No	Sheet Size
D. PATTERSON	M. FORD	D. PATTERSON	1:3000	01 of 01	A3

Project Drawing Number	Client	Contract	Approval Date
IS16200-LP-DRG-0101	PUBLIC TRANSPORT VICTORIA	T REEBBACH	

**ISSUED FOR TENDER**





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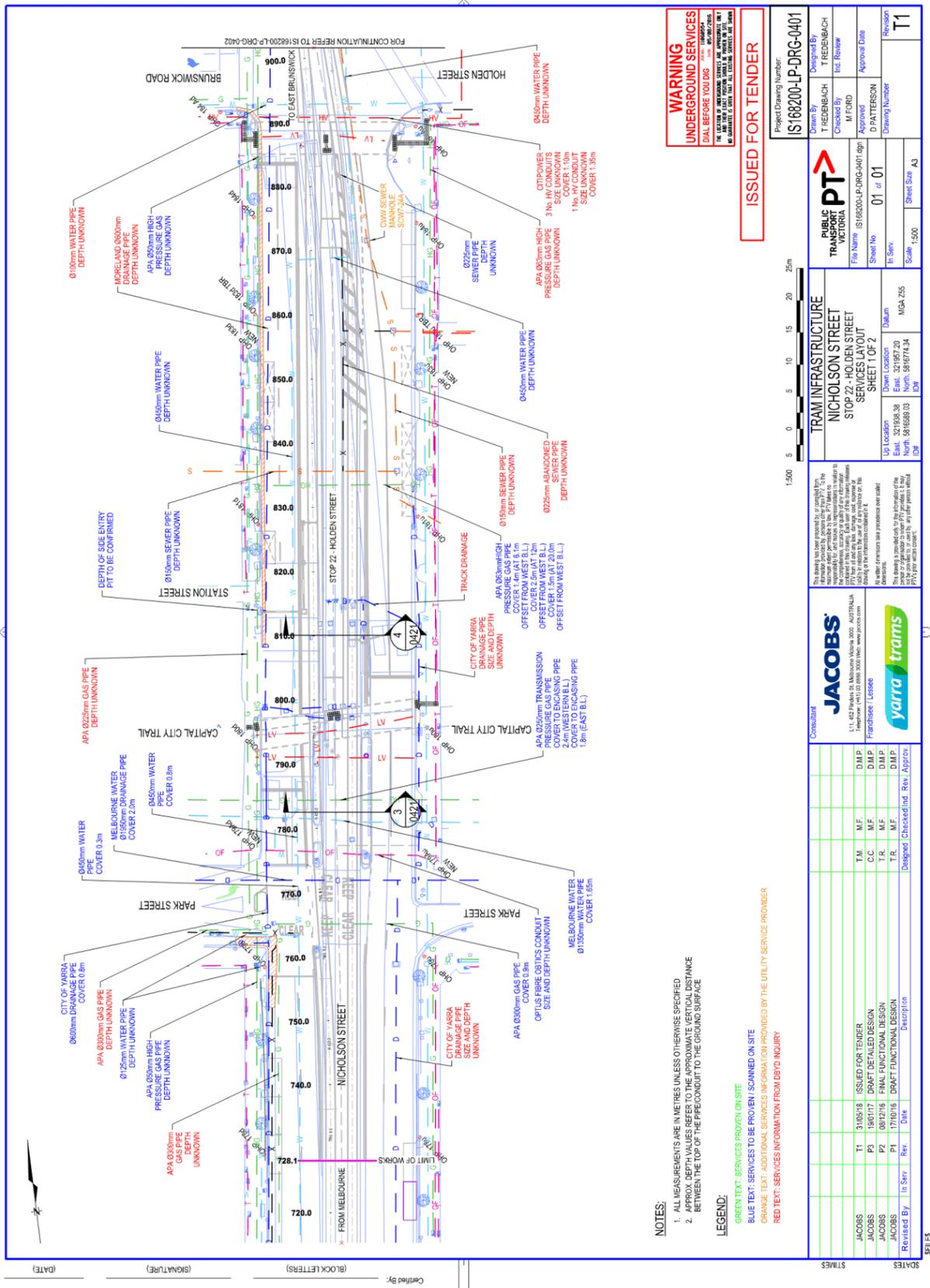
Client: <b>Public Transport Victoria</b>	Project: <b>Nicholson St</b>
Checked by: <b>T REEBBACH</b>	Issue: <b>Iss. Review</b>
Approved by: <b>M FORD</b>	Approval Date:
Drawn by: <b>D PATTERSON</b>	Drawing Number: <b>T1</b>

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Scale: <b>1:1000</b>	Sheet Size: <b>A3</b>

<b>TRAM INFRASTRUCTURE</b>	
<b>NICHOLSON STREET</b>	
<b>STOP 22 - HOLDEN STREET</b>	
<b>GENERAL ARRANGEMENT</b>	
UP Location: <b>Down Location</b>	Urban
East: <b>32192.45</b>	East: <b>32197.16</b>
North: <b>881641.55</b>	North: <b>881608.56</b>
DM	EDM

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**JACOBS**  
 CONSULTANTS  
 111, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 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1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 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3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857, 3859, 3861, 3863, 3865, 3867, 3869, 3871, 3873, 3875, 3877, 3879, 3881, 3883, 3885, 3887, 3889, 3891, 3893, 3895, 3897, 3899, 3901, 3903, 3905, 3907, 3909, 3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959, 3961, 3963, 3965, 3967, 3969, 3971, 3973, 39



**WARNING**  
**UNDERGROUND SERVICES**  
 DIAL BEFORE YOU DIG  
 13 23 23  
 THE LOCATION OF ANY SERVICES SHOWN ON THIS DRAWING IS BASED ON THE INFORMATION PROVIDED BY THE UTILITY SERVICE PROVIDER. IT IS THE RESPONSIBILITY OF THE USER TO VERIFY THE LOCATION OF ANY SERVICES BEFORE ANY WORK IS COMMENCED.

**ISSUED FOR TENDER**

**NOTES:**  
 1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE SPECIFIED  
 2. APPROXIMATE DEPTHS ARE GIVEN AS APPROXIMATE TAKE OFF POINTS BETWEEN THE TOP OF THE PIPE/CONDUIT TO THE GROUND SURFACE

**LEGEND:**  
 GREEN TEXT: SERVICES PROVIDED ON SITE  
 BLUE TEXT: SERVICES TO BE PROVIDED/SCANNED ON SITE  
 ORANGE TEXT: ADDITIONAL SERVICES INFORMATION PROVIDED BY THE UTILITY SERVICE PROVIDER  
 RED TEXT: SERVICES INFORMATION FROM DBTO INQUIRY

Project Drawing Number: IS168200-LP-DRG-0401

Client: PUBLIC TRANSPORT VICTORIA	Project: TRAM INFRASTRUCTURE
Contract: T REEBBACH	Sheet: 01 of 01
Checked: M FORD	Scale: 1:500
Approved: D PATTERSON	Sheet Size: A3
Approval Date:	Revision: T1

File Name: IS168200-LP-DRG-0401.dwg	Drawn: MGA
Sheet No: 01 of 01	In Serv: MGA
Scale: 1:500	Scale: MGA 255
Sheet Size: A3	North: 8816774.34
Revision: T1	EDW

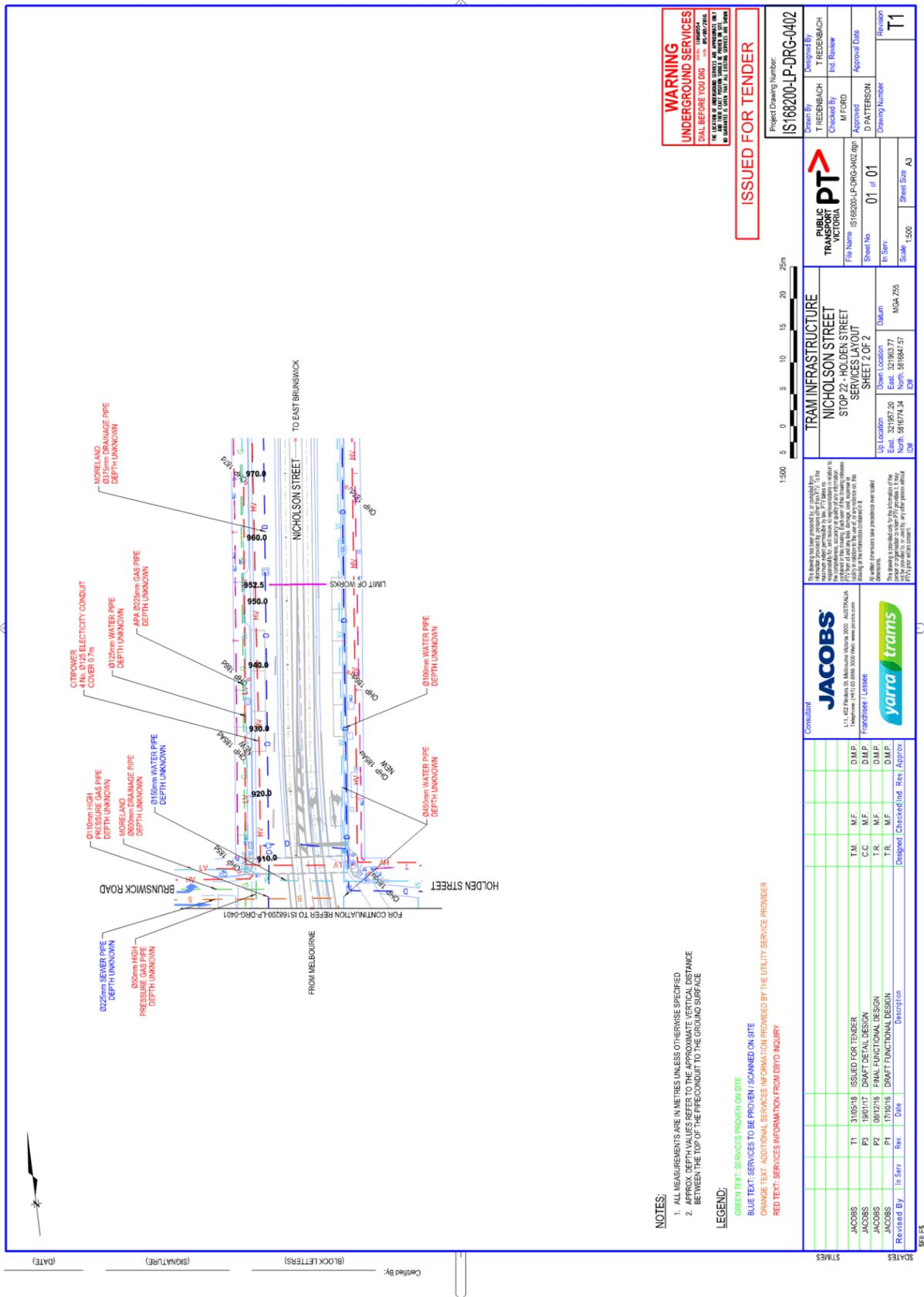
UP Location: Down Location	East: 321508.38
North: 8816586.03	North: 8816774.34
EDW	EDW

This drawing is provided as a guide only. It is not intended to be used for construction purposes. It is the responsibility of the user to verify the location of any services before any work is commenced. The drawing is provided only for the information of the user and is not intended to be used for construction purposes. It is the responsibility of the user to verify the location of any services before any work is commenced.

**JACOBS**  
 CONSULTANT  
 111, 107, 105, 103, 101, 99, 97, 95, 93, 91, 89, 87, 85, 83, 81, 79, 77, 75, 73, 71, 69, 67, 65, 63, 61, 59, 57, 55, 53, 51, 49, 47, 45, 43, 41, 39, 37, 35, 33, 31, 29, 27, 25, 23, 21, 19, 17, 15, 13, 11, 9, 7, 5, 3, 1, 0

**yarra trams**  
 FRANCHISEE / LESSEE  
 Melbourne: 4811 02 8888 3000 Web: www.yarratrams.com.au

Revised By	In Serv	Rev	Date	Description	Diagreed	Checked	Ind	Rev	Approv
JACOBS	T1	31/05/18	ISSUED FOR TENDER	D.M.P.					
JACOBS	F3	19/01/17	DRAFT DETAILED DESIGN	C.C. M.F.					
JACOBS	F2	08/12/16	FINAL FUNCTIONAL DESIGN	T.R. M.F.					
JACOBS	F1	17/10/16	DRAFT FUNCTIONAL DESIGN	T.R. M.F.					



**WARNING**  
**UNDERGROUND SERVICES**  
 DIAL BEFORE YOU DIG  
 13 23 23  
 THE LOCATION OF UNDERGROUND SERVICES IS APPROXIMATE. WE DO NOT GUARANTEE THE ACCURACY OF THE INFORMATION PROVIDED IN THIS DRAWING. YOU SHOULD VERIFY THE LOCATION OF ALL SERVICES BEFORE ANY EXCAVATION WORK.

**ISSUED FOR TENDER**

**NOTES:**  
 1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE SPECIFIED  
 2. APPROX. DEPTH VALUES REFER TO THE APPROXIMATE VERTICAL DISTANCE BETWEEN THE TOP OF THE PIPE/CONDUIT TO THE GROUND SURFACE

**LEGEND:**  
 GREEN TEXT: SERVICES PROVEN ON SITE  
 BLUE TEXT: SERVICES TO BE PROVEN / SCANNED ON SITE  
 ORANGE TEXT: ADDITIONAL SERVICES INFORMATION PROVIDED BY THE UTILITY SERVICE PROVIDER  
 RED TEXT: SERVICES INFORMATION FROM DBSD INQUIRY

Project Drawing Number: **IS168200-LP-DRG-0402**

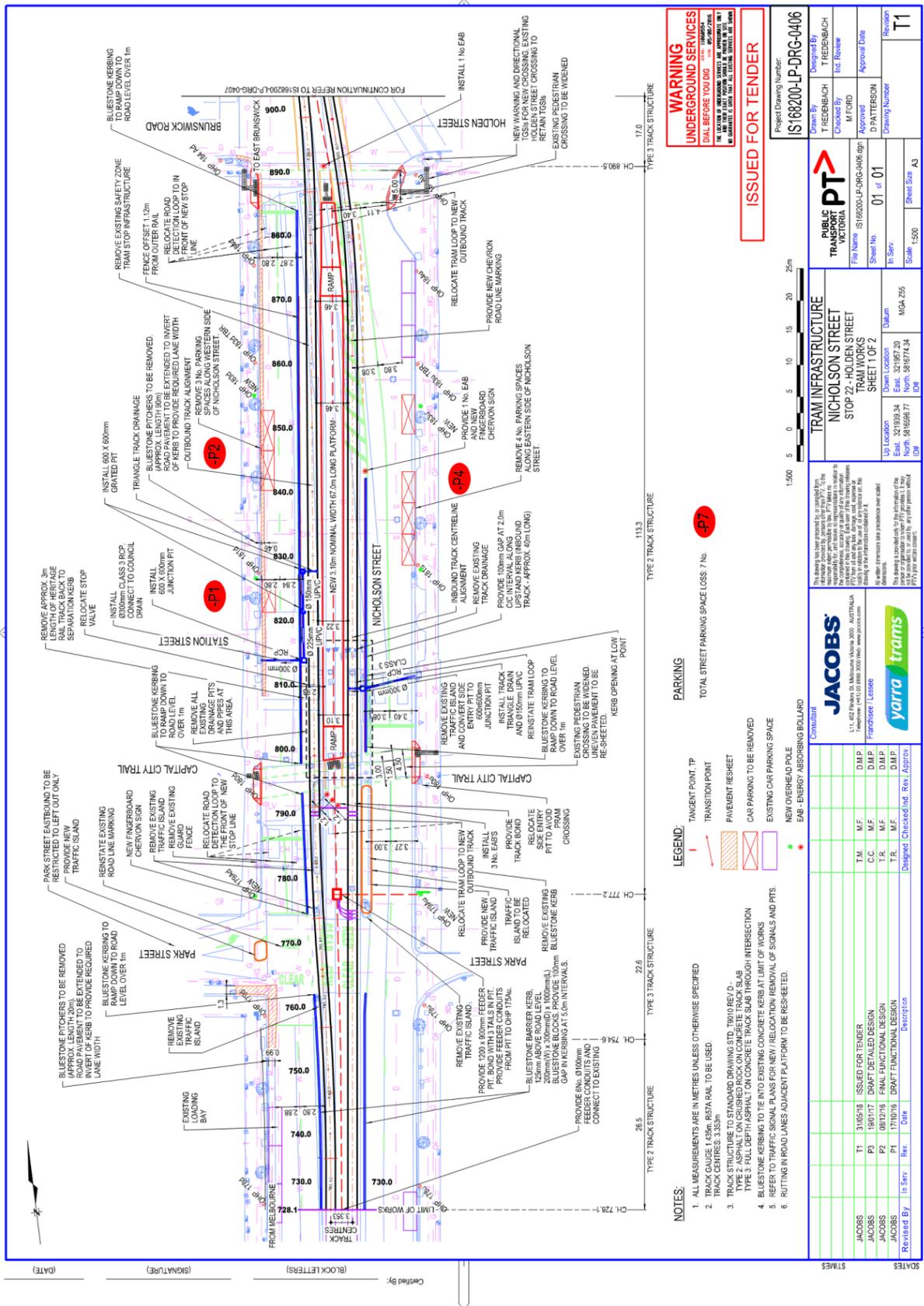
Design By	DESIGNER
Checked By	TREBERBACH
Approved	M FORD
File Name	IS168200-LP-DRG-0402.dwg
Sheet No	01 of 01
In Serv	1500
Scale	1:500
Sheet Size	A3
Drawing Number	T1

<b>PUBLIC TRANSPORT VICTORIA</b>	Sheet No: 01 of 01
Scale: 1:500	Sheet Size: A3

<b>TRAM INFRASTRUCTURE</b>	
NICHOLSON STREET	
STOP 22 - HOLDEN STREET	
SERVICES LAYOUT	
SHEET 7 OF 2	
UP Location	Down Location
East: 321967.20	East: 321963.77
North: 881674.34	North: 881687.57
DN	DN

This drawing has been prepared by or on behalf of the contractor for the purpose of providing information to the tenderer. It is not to be used for any other purpose without the written consent of the contractor. The contractor is not responsible for the accuracy of the information provided by the utility service providers. The contractor is not responsible for the accuracy of the information provided by the utility service providers. The contractor is not responsible for the accuracy of the information provided by the utility service providers.

**JACOBS**  
 CONSULTANT  
 111, 113 & 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 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**WARNING**  
**UNDERGROUND SERVICES**  
 DIAL BEFORE YOU DIG  
 13 20 20  
 THE LOCATION OF UNDERGROUND SERVICES IS APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE. VERIFY BY DIG.

**ISSUED FOR TENDER**

**NOTES:**

- ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE SPECIFIED
- TRACK GAUGE 1,435mm (BS7A RAIL TO BE USED).
- TRACK STRUCTURE TO STANDARD DRAWING STD. TR910 REV. 0
- TRAFFIC SIGNALS TO BE PROVIDED AT ALL INTERSECTIONS
- TYPE 2 FULL DEPTH ASPHALT ON CONCRETE TRACK SLAB THROUGH INTERSECTION
- BLUESTONE KERBING TO BE TIED INTO EXISTING CONCRETE KERB AT LIMIT OF WORKS
- REFER TO TRAFFIC SIGNAL PLANS FOR NEW / RELOCATION / REMOVAL OF SIGNALS AND PITS
- RUTTING IN ROAD LANES ADJACENT PLATFORM TO BE RESHEETED.

**LEGEND:**

- TRANSITION POINT, TP
- TRANSITION POINT
- PAVEMENT RESHEET
- CAR PARKING TO BE REMOVED
- EXISTING CAR PARKING SPACE
- NEW OVERHEAD POLE
- 500V ENERGY ABSORBING BOLLARD

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Project Drawing Number: **IS168200-LP-DRG-0406**

Drawn By: T REBERBACH	Checked By: M FORD	Approved Date:
Issue: 01	Issue: 01	Issue: 01
File Name: IS168200-LP-DRG-0406.dwg	Sheet No: 01 of 01	Drawing Number:
Scale: 1:500	Sheet Size: A3	Revision: T1

<b>PUBLIC TRANSPORT VICTORIA</b>	<b>TRAM INFRAStructure</b>
<b>STOP 22 - NICHOLSON STREET</b>	<b>TRAM WORKS</b>
<b>SHEET 1 OF 2</b>	

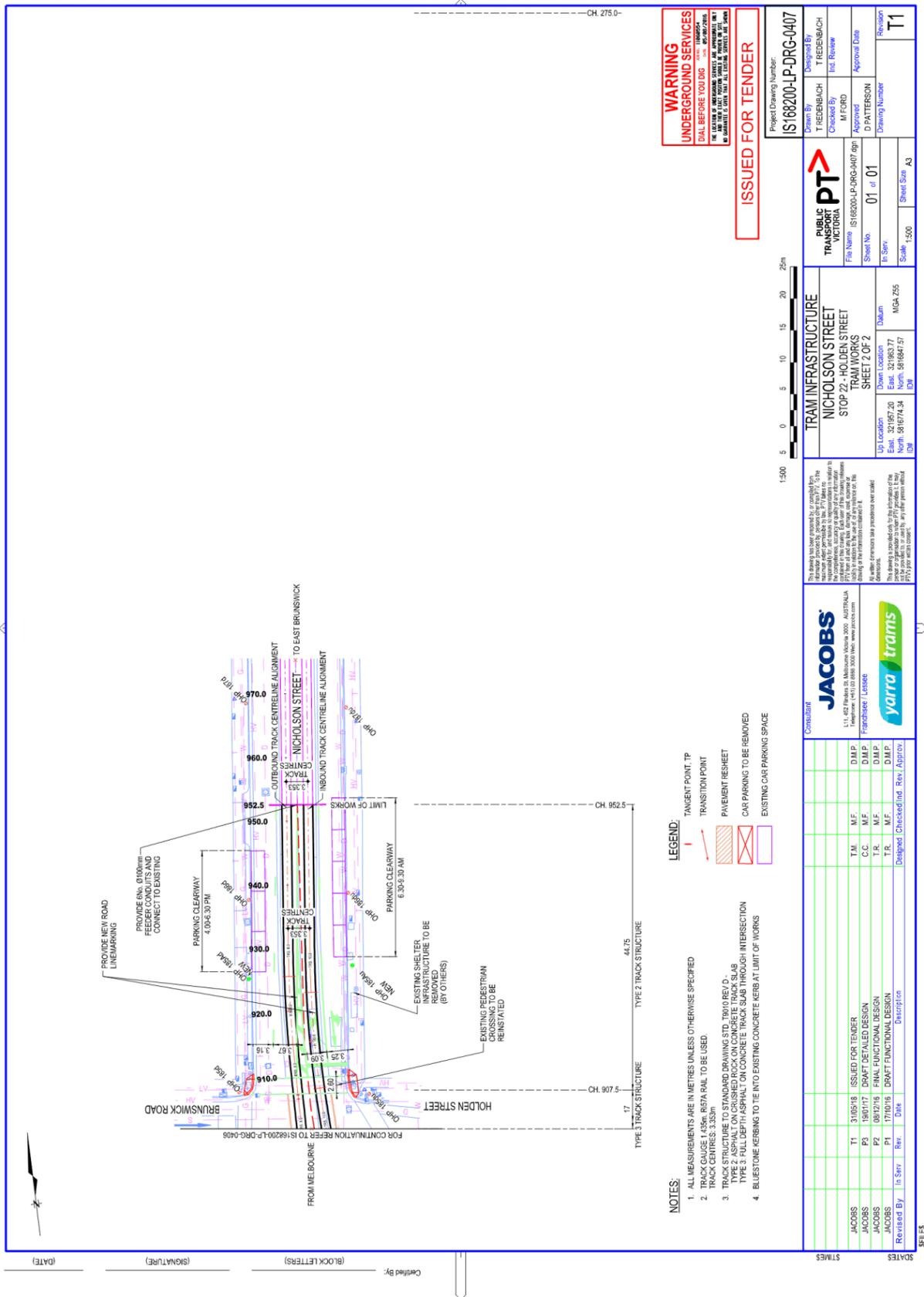
UP Location: DUNN	Down Location: DUNN
East: 321803.34	East: 321867.20
North: 881696.77	North: 881674.34
DM	DM
Scale: 1:500	Scale: 1:500
Sheet Size: A3	Sheet Size: A3

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**JACOBS** CONSULTANTS

**yara trans** FRANCHISEE / LESSEE

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**WARNING**  
UNDERGROUND SERVICES  
DIAL BEFORE YOU DIG  
THE LOCATION OF ANY UNDERGROUND SERVICES IS APPROXIMATE AND NOT A GUARANTEE TO OWN. FOR FULL DETAILS, CONTACT THE OWNER.

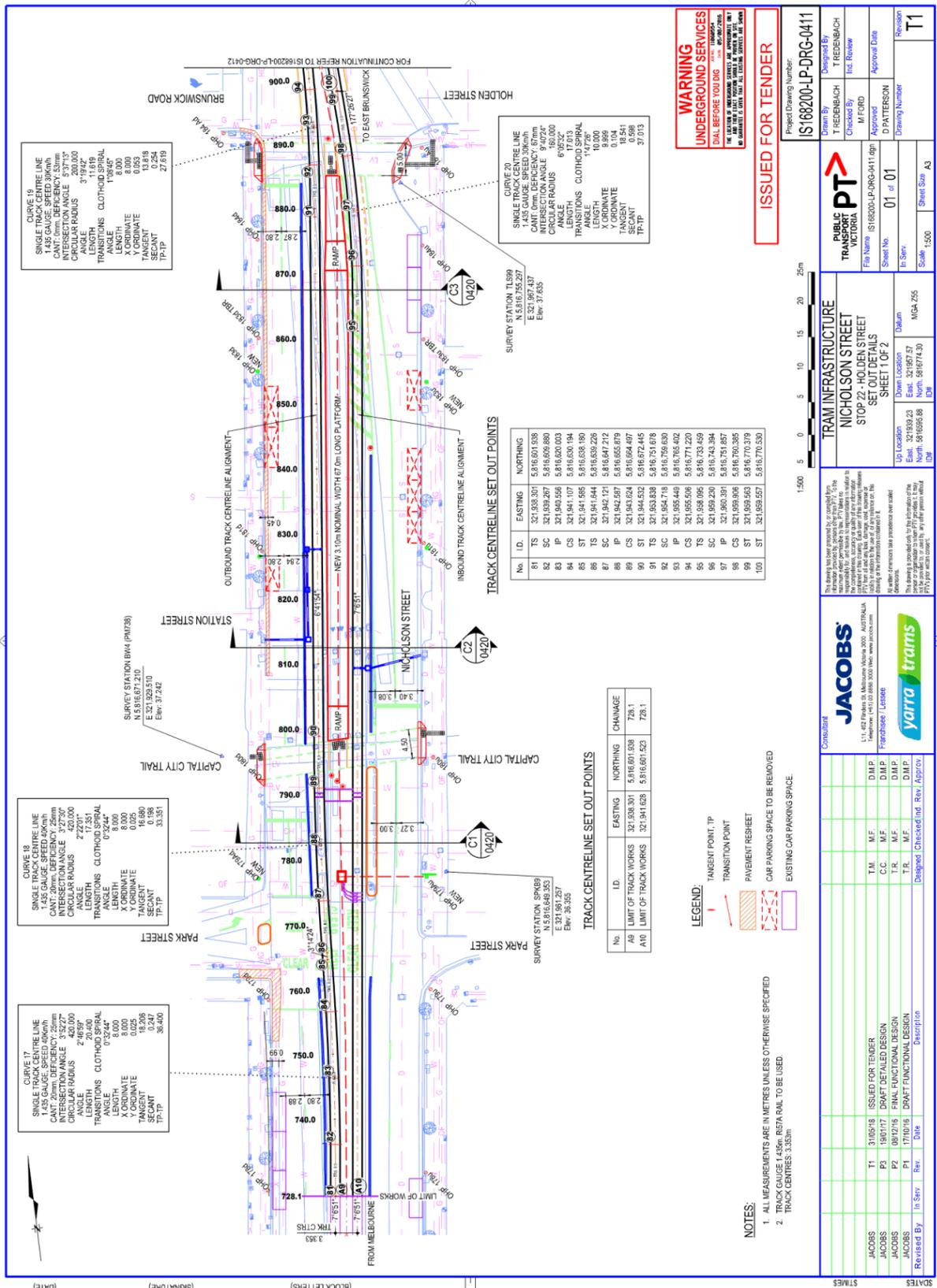
**ISSUED FOR TENDER**

**NOTES:**  
1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE SPECIFIED  
2. TRACK GAUGE 1,435mm (BS7A RAIL TO BE USED). TRACK CENTRES: 3.353m  
3. TRACK STRUCTURE TO STANDARD DRAWING STD. TR010 REV. 0 - TYPE 3 FULL DEPTH ASPHALT ON CONCRETE TRACK SLAB THROUGH INTERSECTION  
4. BLUESTONE KERBING TO BE TIED INTO EXISTING CONCRETE KERB AT LIMIT OF WORKS

**LEGEND:**  
TANGENT POINT (TP)  
TRANSITION POINT  
PAVEMENT RESHEET  
CAR PARKING TO BE REMOVED  
EXISTING CAR PARKING SPACE

Project Drawing Number: **IS168200-LP-DRG-0407**

**JACOBS** CONSULTANT  
111, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 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**WARNING**  
**UNDERGROUND SERVICES**  
 DIAL BEFORE YOU DIG  
 THE LOCATION OF UNDERGROUND SERVICES IS APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE. THE USER OF THIS DRAWING ACCEPTS ALL RISKS.

**ISSUED FOR TENDER**

Project Drawing Number: **IS168200-LP-DRG-0411**

Client: **Public Transport Victoria**

Contract: **T REEBBACH**

Contract No: **13/0000000000**

Contract Date: **13/03/2013**

File Name: **IS168200-LP-DRG-0411.dwg**

Author: **MFRD**

Checked: **D PATTERSON**

Approved: **D PATTERSON**

Approval Date: **13/03/2013**

Sheet No: **01** of **01**

In Serv: **1500**

Scale: **A3**

Revision: **T1**

**TRAM INFRASTRUCTURE**  
**NICHOLSON STREET**  
**STOP 22 - NICHOLSON STREET**  
**SET OUT DETAILS**  
**SHEET 1 OF 2**

UP Location: **Durban**

East: **321,939,23**

North: **5,816,774.30**

Down Location: **Durban**

East: **321,967.57**

North: **5,816,774.30**

Scale: **1:500**

**JACOBS**  
 CONSULTANT

**yara trams**  
 FRACTIONAL LESSEE

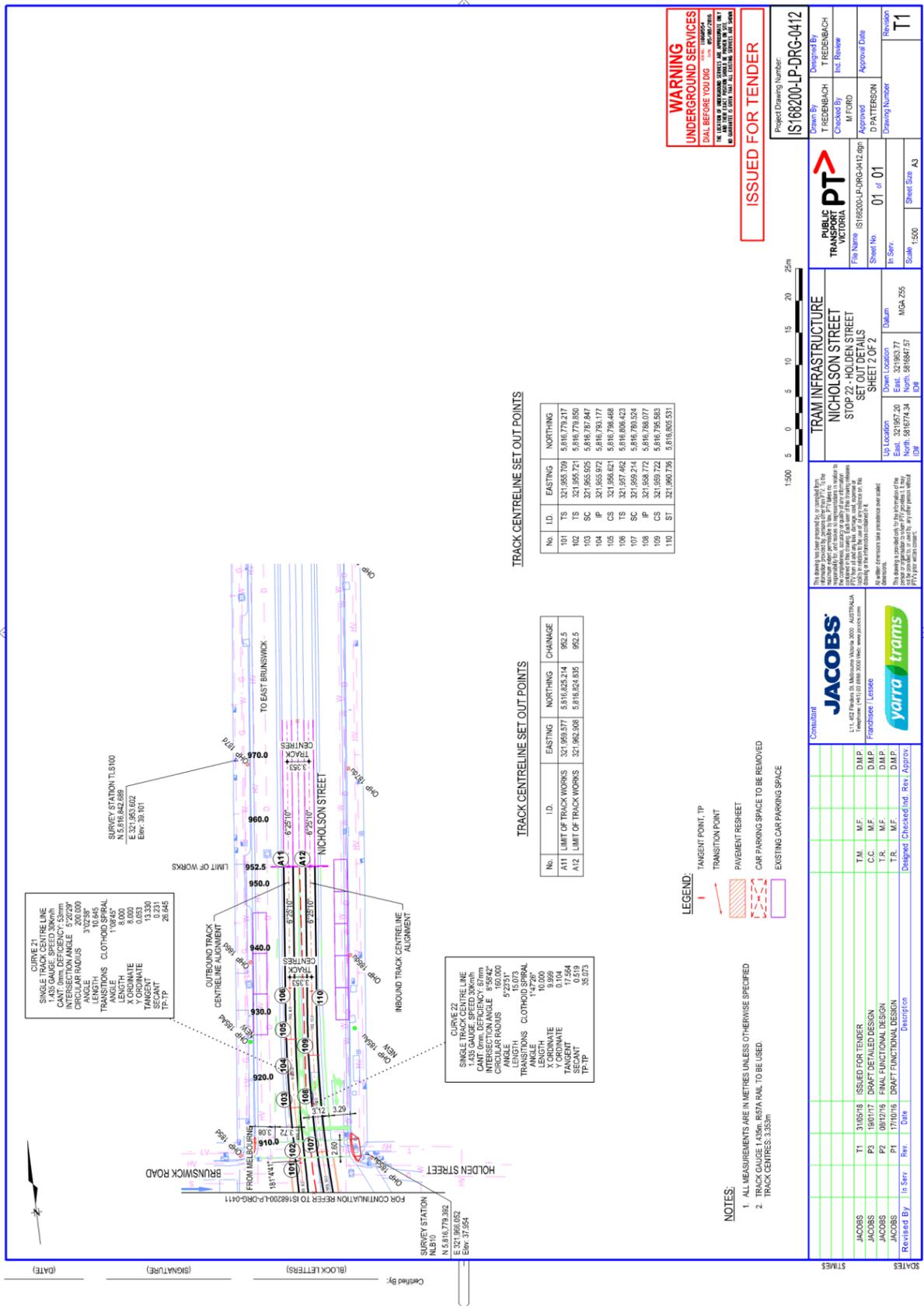
**NOTES:**

- ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE SPECIFIED
- TRACK GAUGE 1,435m. BETA RAIL TO BE USED.

**LEGEND:**

- TANGENT POINT, TP
- TRANSITION POINT
- PAVEMENT RESHEET
- CAR PARKING SPACE TO BE REMOVED
- EXISTING CAR PARKING SPACE

Revised By	In Serv	Rev	Date	Description
JACOBS	T1	31/05/18		ISSUED FOR TENDER
JACOBS	P3	19/01/17		DRAFT DETAILED DESIGN
JACOBS	P2	08/12/16		FINAL FUNCTIONAL DESIGN
JACOBS	P1	17/10/16		DRAFT FUNCTIONAL DESIGN



**WARNING**  
**UNDERGROUND SERVICES**  
 DIAL BEFORE YOU DIG  
 13 20 20  
 THE LOCATION OF ANY UNDERGROUND SERVICES IS APPROXIMATE AND NOT GUARANTEED. THE USER OF THIS DRAWING ACCEPTS ALL LIABILITY FOR ANY DAMAGE TO ANY UNDERGROUND SERVICES.

**ISSUED FOR TENDER**

Project Drawing Number: **IS168200-LP-DRG-0412**

Design By	DISNEY/CLS
Checked By	T REEBBACH
Approved By	M FORD
File Name	IS168200-LP-DRG-0412.dwg
Sheet No	01 of 01
In Serv	D PATTERSON
Drawing Number	Revision
Scale	1:500
Sheet Size	A3

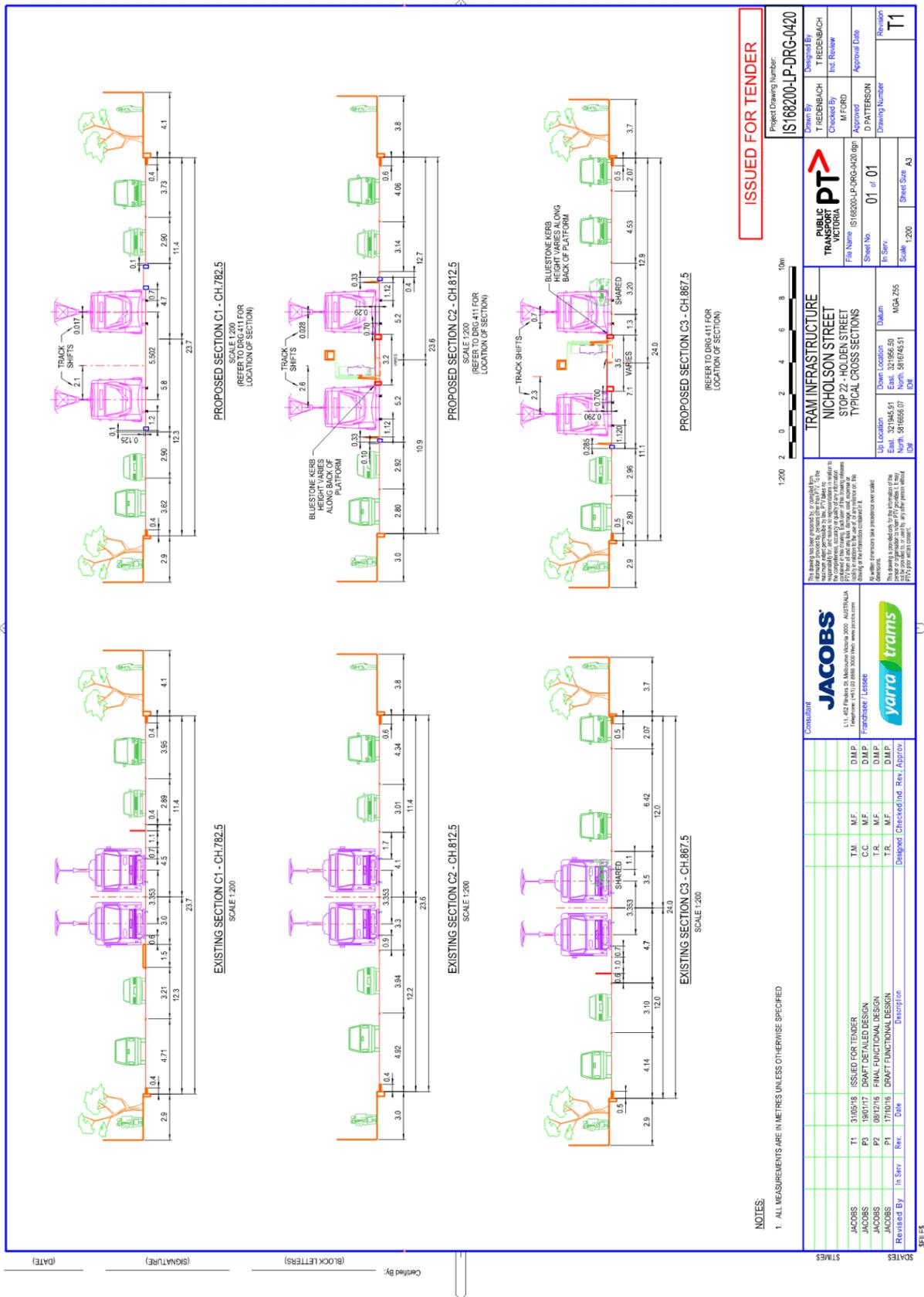
<b>PUBLIC TRANSPORT VICTORIA</b>	
File Name	IS168200-LP-DRG-0412.dwg
Sheet No	01 of 01
In Serv	D PATTERSON
Drawing Number	Revision
Scale	1:500
Sheet Size	A3

<b>TRAM INFRASTRUCTURE</b>	
NICHOLSON STREET	
STOP 22 - HOLDEN STREET	
SET OUT DETAILS	
SHEET 7 OF 2	
UP Location	Down Location
East: 321983.77	East: 321983.77
North: 5816974.54	North: 5816974.54
DM	DM

This drawing has been prepared by an authorized person for the use of the Victorian Government and its agencies. It is not to be used for any other purpose without the written consent of the Victorian Government. The Victorian Government does not accept any liability for any loss or damage arising from the use of this drawing.

**JACOBS** CONSULTANT

111, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 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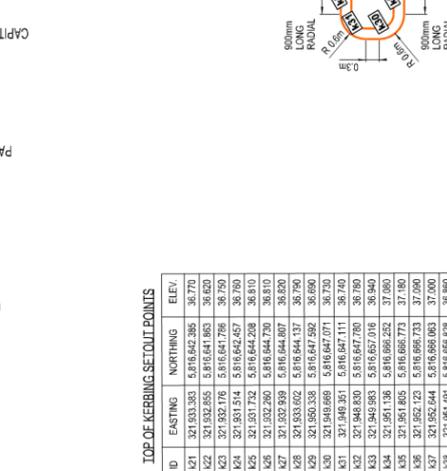
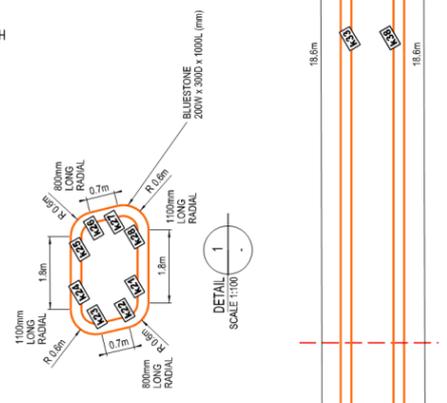
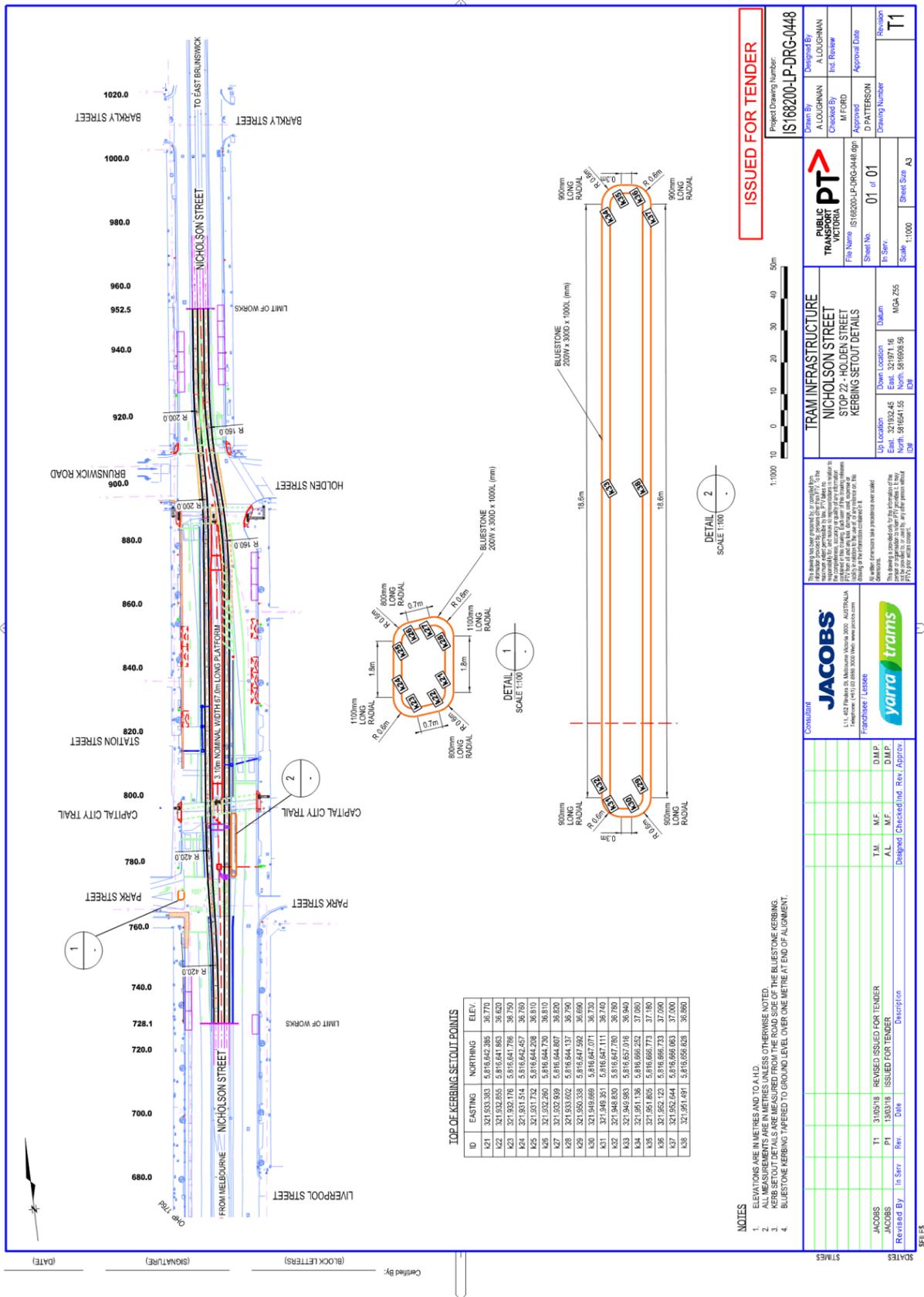
1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE SPECIFIED

Project Drawing Number: <b>IS168200-LP-DRG-0420</b>		Drawing Number: <b>T1</b>	
Client: <b>PUBLIC TRANSPORT VICTORIA</b>		Scale: <b>1:200</b>	
Design By: <b>T REEBBACH</b>		Sheet Size: <b>A3</b>	
Checked By: <b>M FORD</b>		Revision Number: <b>01 of 01</b>	
Approved By: <b>D PATTERSON</b>		Revision Date:	
File Name: <b>IS168200-LP-DRG-0420.dwg</b>		In Serv.:	
Sheet No.:		MGA Zone:	
UP Location: East: 121945.51 North: 881656.07		Down Location: East: 121945.51 North: 881656.07	
UP Location:		Down Location:	
East: 121945.51		East: 121945.51	
North: 881656.07		North: 881656.07	
EDW		EDW	
<p>This drawing has been prepared by or on behalf of the contractor for the use of the contractor and is not to be used for any other purpose without the written consent of the contractor. The contractor shall be responsible for the accuracy of the information provided in this drawing and shall be liable for any errors or omissions. The contractor shall be responsible for the accuracy of the information provided in this drawing and shall be liable for any errors or omissions. The contractor shall be responsible for the accuracy of the information provided in this drawing and shall be liable for any errors or omissions.</p>			
<p><b>JACOBS</b> 111, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 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**TOP OF KERBING SETOUT POINTS**

ID	EASTING	NORTHING	ELEV.
K21	321 933 393	5 816 642 286	36.770
K22	321 933 655	5 816 644 865	36.820
K23	321 933 176	5 816 644 796	36.769
K24	321 931 514	5 816 642 657	36.769
K25	321 931 732	5 816 644 298	36.810
K26	321 932 290	5 816 644 739	36.810
K27	321 933 602	5 816 644 137	36.820
K28	321 930 338	5 816 647 562	36.690
K29	321 949 699	5 816 647 071	36.730
K30	321 949 351	5 816 647 111	36.740
K31	321 948 630	5 816 647 769	36.789
K32	321 949 893	5 816 657 016	36.840
K33	321 951 136	5 816 656 252	37.090
K34	321 951 605	5 816 656 773	37.150
K35	321 952 723	5 816 656 733	37.090
K36	321 952 644	5 816 656 833	36.830
K37	321 951 491	5 816 656 828	36.890

**NOTES**

- ELEVATIONS ARE IN METRES AND TO A.H.D.
- ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE NOTED.
- KERB SETOUT DETAILS ARE MEASURED FROM THE ROAD SIDE OF THE BLUESTONE KERBING.
- BLUESTONE KERBING IS APPLIED TO GROUND LEVEL OVER ONE METRE AT END OF ALIGNMENT.

ISSUED FOR TENDER

Project Drawing Number: **IS168200-LP-DRG-0448**

Client: **PUBLIC TRANSPORT VICTORIA**

Contract: **A LOGANAN A LOGANAN**

Checked: **M FORD**

Approved: **D PATTERSON**

File Name: **IS168200-LP-DRG-0448.dwg**

Sheet No: **01** of **01**

In Serv: **01**

Drawing Number: **T1**

Scale: **1:1000**

Sheet Size: **A3**

**JACOBS CONSULTANT**

111 GPO STREET, MELBOURNE VIC 3000

**yarra trams**

FRANCHISEE / LESSEE

**TRAM INFRASTRUCTURE**

**NICHOLSON STREET**

**STOP 22 - HOLDEN STREET**

**KERBING SETOUT DETAILS**

UP Location: **Down Location**

Est. 3219245 Est. 32197116

North: 88164155 North: 88160856

DN DN

Drawn: **MGJ Z55**

Scale: **1:1000**

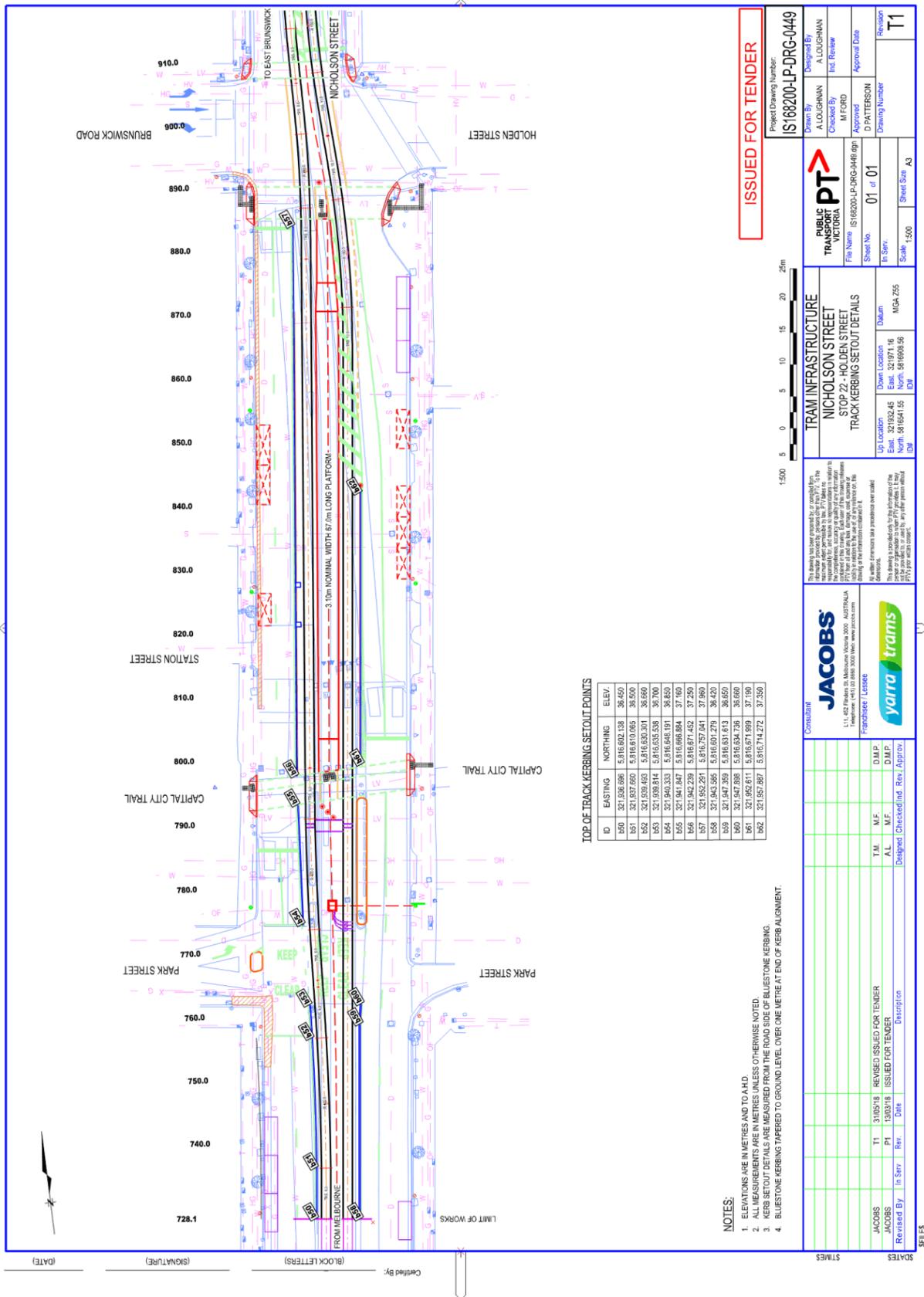
Sheet Size: **A3**

Rev.	Date	Description	Checked	Ind.	Rev.	Appr.
T1	31/05/16	REVISED ISSUED FOR TENDER				D.M.P.
P1	13/03/16	ISSUED FOR TENDER				D.M.P.

STAGES

SCALES

FILES



**TOP OF TRACK KERBING SETOUT POINTS**

ID	EASTING	NORTHING	ELEV.
1500	327,938.696	5,816,602.138	36.420
1501	327,937.660	5,816,610.955	36.520
1502	327,938.403	5,816,630.301	36.660
1503	327,938.814	5,816,635.538	36.700
1504	327,940.333	5,816,648.151	36.850
1505	327,941.847	5,816,666.894	37.160
1506	327,942.239	5,816,671.452	37.250
1507	327,952.291	5,816,757.041	37.960
1508	327,943.395	5,816,669.129	36.420
1509	327,947.359	5,816,631.613	36.650
1510	327,947.898	5,816,634.126	36.690
1511	327,952.611	5,816,671.959	37.190
1512	327,957.897	5,816,742.272	37.350

- NOTES:**
- ELEVATIONS ARE IN METRES AND TO A.M.D.
  - ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE NOTED.
  - KERB SETOUT DETAILS ARE MEASURED FROM THE ROAD SIDE OF BLUESTONE KERBING.
  - BLUESTONE KERBING TAPERED TO GROUND LEVEL OVER ONE METRE AT END OF KERB ALIGNMENT.

ISSUED FOR TENDER

Project Drawing Number: **IS168200-LP-DRG-0449**

Client: **PUBLIC TRANSPORT VICTORIA**

Design By: **A. LOUGHAN**

Checked: **M. FORD**

Approved: **D. PATTERSON**

File Name: **IS168200-LP-DRG-0449.dwg**

Sheet No: **01** of **01**

In Serv: **1:500**

Scale: **Sheet Size: A3**

Revision Number: **T1**

**TRAM INFRASTRUCTURE**

**NICHOLSON STREET**

**STOP 22 - HOLDEN STREET**

**TRACK KERBING SETOUT DETAILS**

UP Location: **Urban**

East: **327932.45**

North: **5816641.55**

Down Location: **Urban**

East: **327971.16**

North: **5816608.56**

MGA Z55

Scale: **1:500**

Sheet Size: **A3**

**JACOBS** CONSULTANT

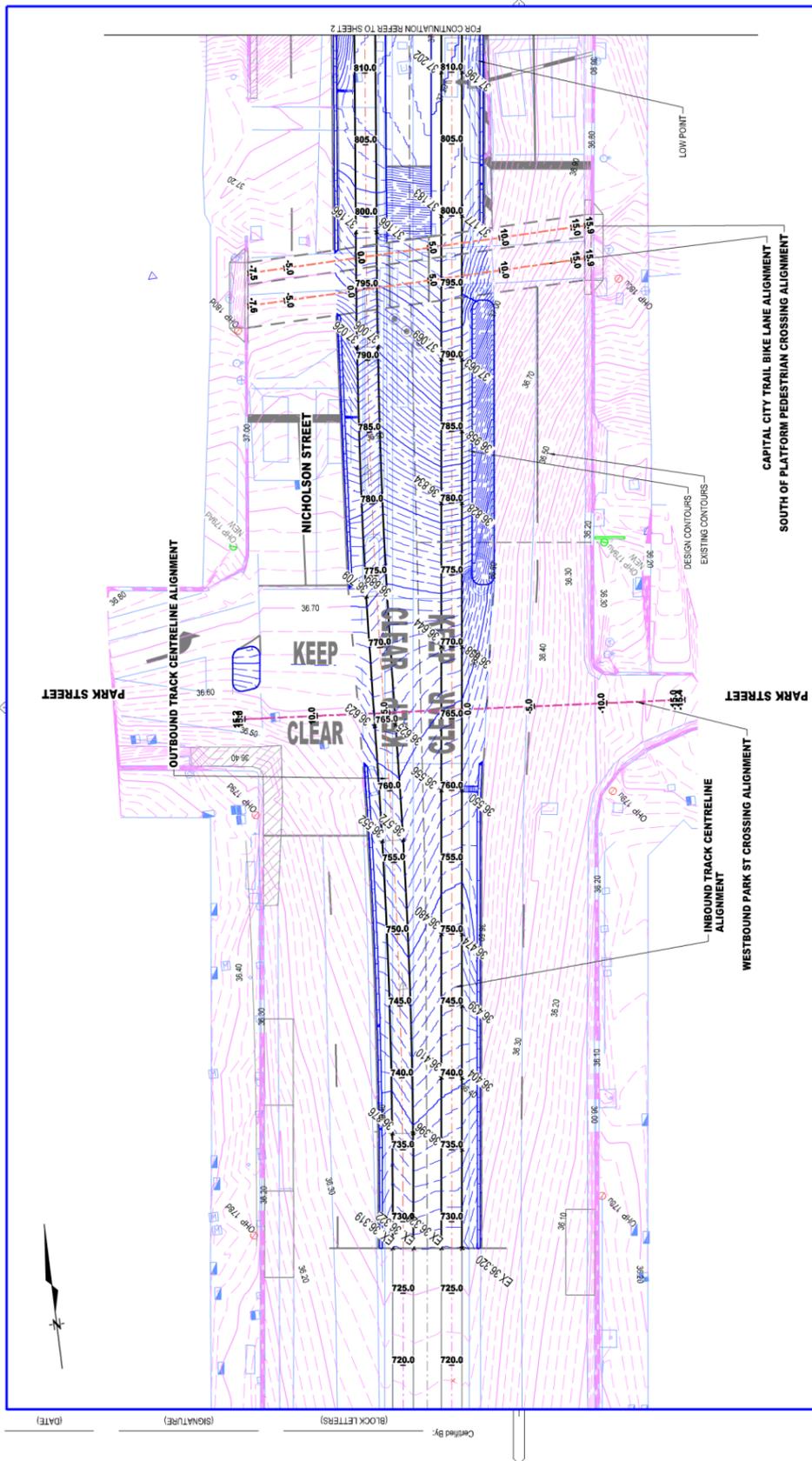
111, 107th Street, Clayton, VIC 3168

Phone: +61 (0) 3 9592 9000

Website: www.jacobs.com.au

**yarra trams** FRANCHISEE / LESSEE

Revised By	In Serv	Rev	Date	Description
JACOBS	T1	31/05/18		REVISED ISSUED FOR TENDER
JACOBS	P1	13/03/18		ISSUED FOR TENDER



ISSUED FOR TENDER

Project Drawing Number: **IS168200-LP-DRG-0452**

Drawn By: <b>CHHAN</b>	Checked By: <b>M.FORD</b>	Approved Date: <b>D.PATTERSON</b>
Design No: <b>15082415</b>	File Name: <b>IS168200-LP-DRG-0452.dwg</b>	Approval Date: <b>D.PATTERSON</b>

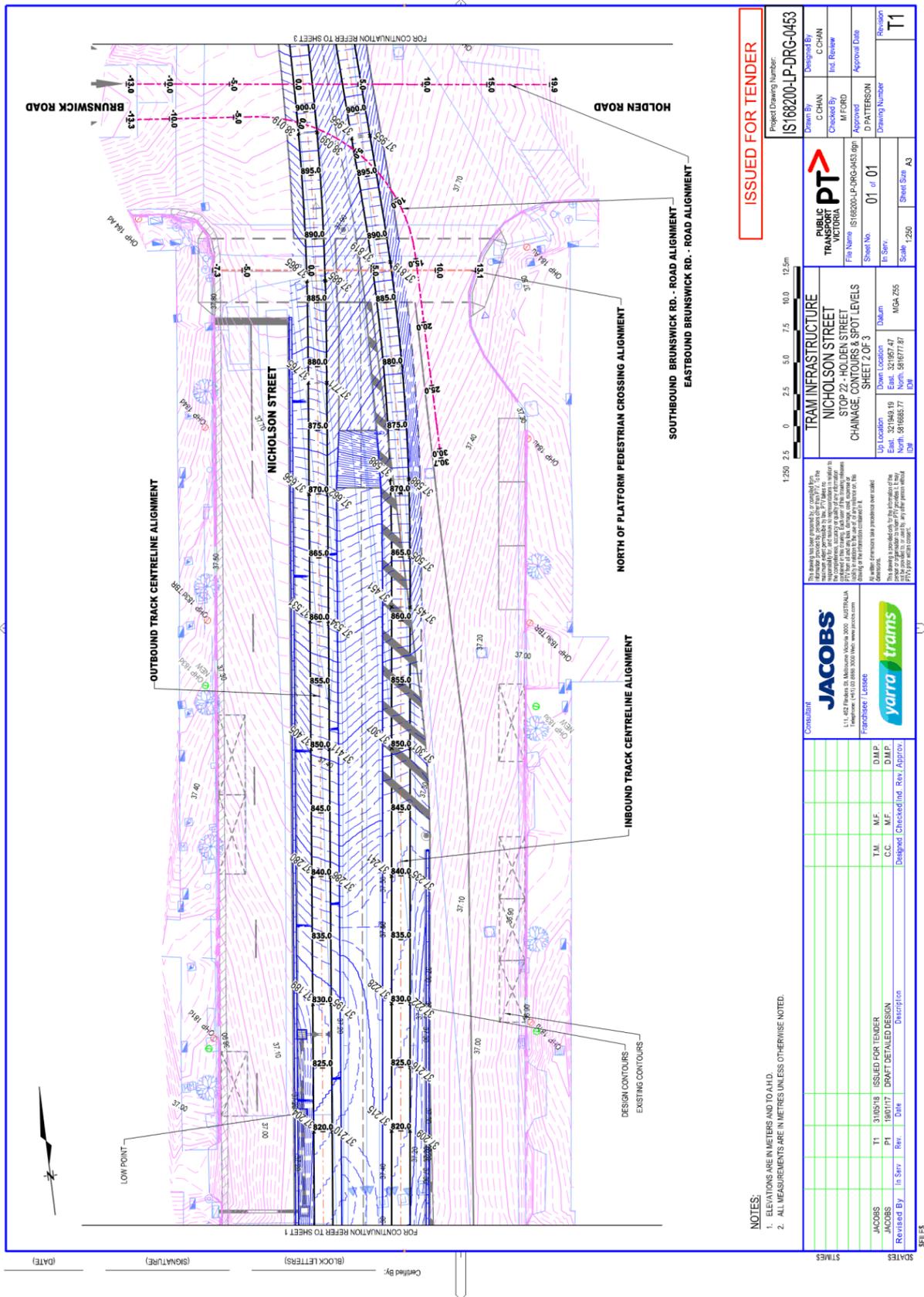
<b>PUBLIC TRANSPORT VICTORIA</b>	Sheet No: <b>01</b> of <b>01</b>	In Serv: <b>1:250</b>	Scale: <b>A3</b>
<b>PT</b>	Drawn: <b>MGA 255</b>	Sheet Size: <b>A3</b>	Revision: <b>T1</b>

<b>TRAM INFRASTRUCTURE</b>	Down Location: <b>Urban</b>	East: <b>32°18'49.17"</b>	North: <b>88°16'41.55"</b>
<b>NICHOLSON STREET STOP 22 - HO DEN STREET</b>	Down Location: <b>Urban</b>	East: <b>32°18'49.17"</b>	North: <b>88°16'41.55"</b>
<b>CHANGING CONTOURS &amp; SPOT LEVELS</b>	Sheet 1 of 3		

This drawing has been prepared by an authority for the use of the public and is not to be used for any other purpose without the written consent of the authority. The authority is not responsible for any loss or damage arising from the use of this drawing for any purpose other than that for which it was prepared. The authority is not responsible for any loss or damage arising from the use of this drawing for any purpose other than that for which it was prepared. The authority is not responsible for any loss or damage arising from the use of this drawing for any purpose other than that for which it was prepared.

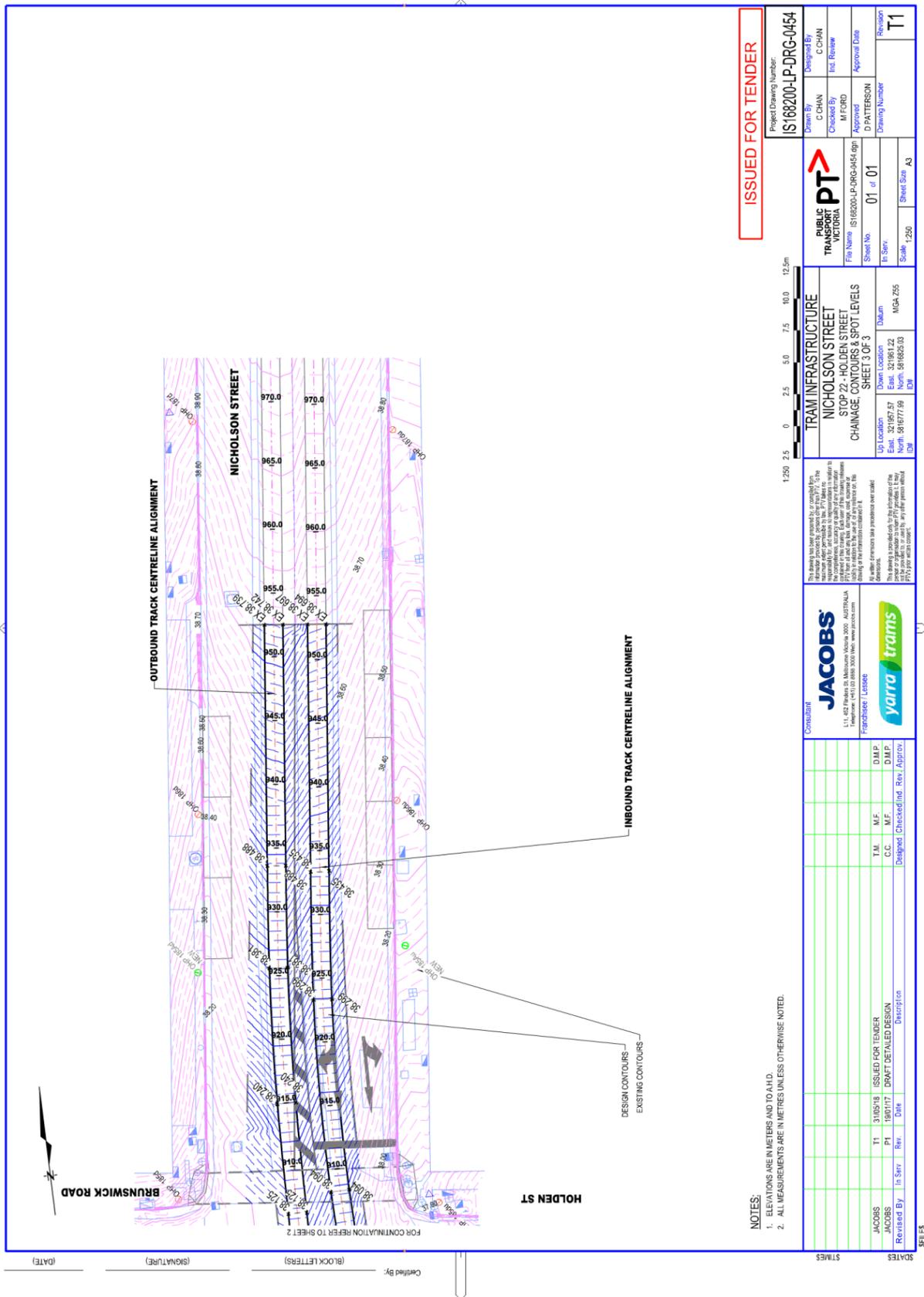
**JACOBS** CONSULTANT

111, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 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ISSUED FOR TENDER

Project Drawing Number: <b>IS168200-LP-DRG-0463</b>	
Drawn By: Checked By: M.F.R.D.	Design Date: Approval Date:
<b>PUBLIC TRANSPORT VICTORIA</b>	
File Name: IS168200-LP-DRG-0463.dwg Sheet No: 01 of 01 In Serv: MGA 255 Scale: 1:250 Drawing Number: T1	
<b>TRAM INFRASTRUCTURE</b> NICHOLSON STREET STOP 22 - HOLDEN STREET CHANGING CONTOURS & SPOT LEVELS SHEET 2 OF 3	
UP Location: East: 321949.19 North: 881685.77	Down Location: East: 321957.47 North: 881677.87
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ISSUED FOR TENDER

Project Drawing Number: **IS168200-LP-DRG-0454**

**JACOBS**  
 111, 105th Street, Richmond BC V6V 1K6  
 Telephone: 604 273 2888 Fax: 604 273 3000  
 Franchisör / Licensee: **yara trans**

**TRAM INFRASTRUCTURE**  
**NICHOLSON STREET**  
**STOP 22 - HOLDEN STREET**  
**CHANGE CONTOURS & SPOT LEVELS**  
**SHEET 3 OF 3**

UP Location: Down Location: Urban  
 East: 521967.57 East: 521981.22 MGA 205  
 North: 5816777.69 North: 5816825.03 EDW

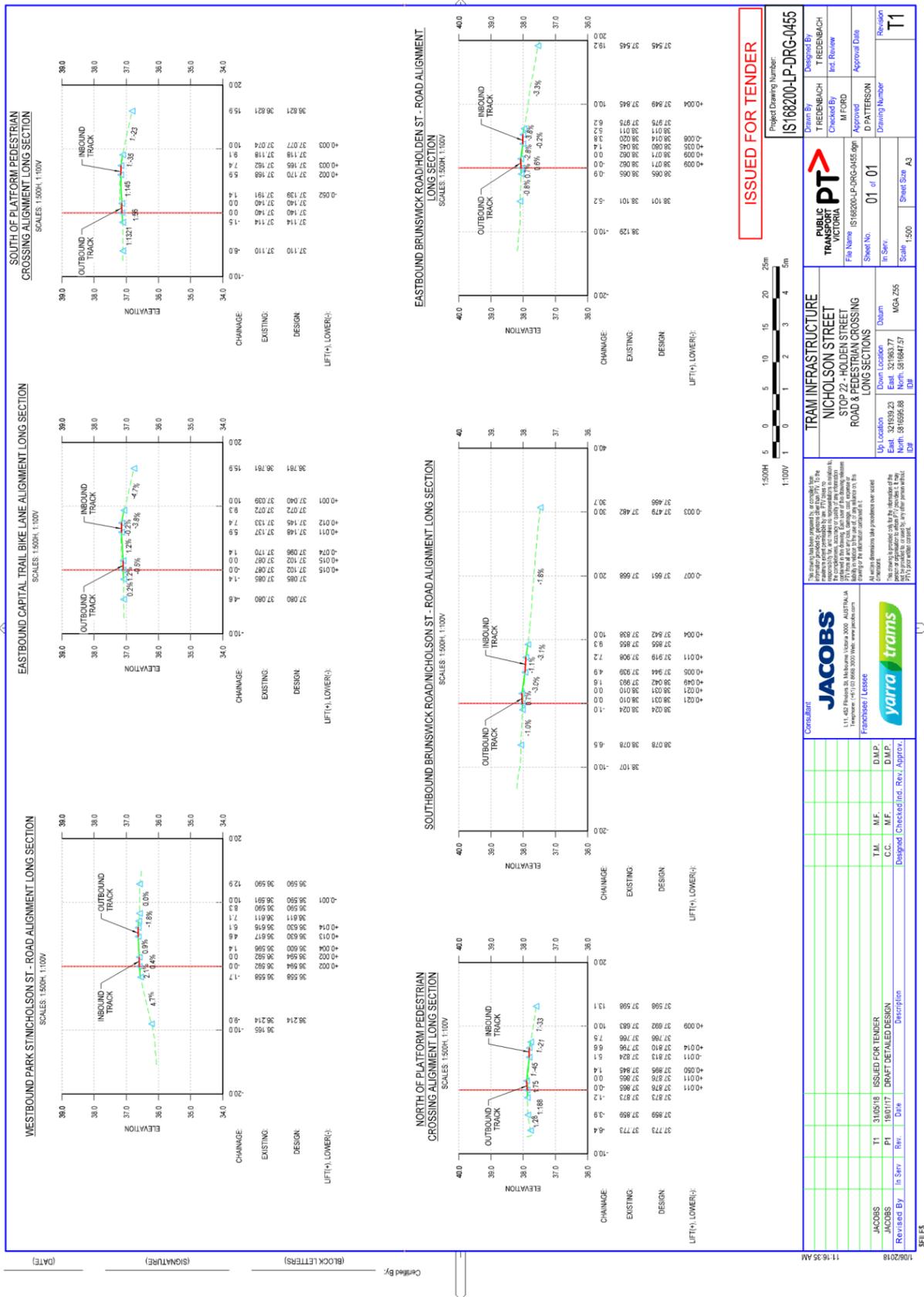
Sheet No: 01 of 01  
 In Serv: Scale: T250 Sheet Size: A3  
 Drawing Number: Revision: T1

Rev	Date	Description	Checked	Ind	Rev	Approv
T1	31/05/18	ISSUED FOR TENDER				D.M.P.
P1	19/01/17	DRAFT DETAILED DESIGN				D.M.P.

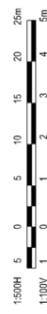
NOTES:  
 1. ELEVATIONS ARE IN METERS AND TO A.D.  
 2. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE NOTED.

FOR CONTINUATION REFER TO SHEET 2

Certified By: (DATE) (SIGNATURE) (BLOCK LETTERS)



**ISSUED FOR TENDER**



Project Drawing Number:	IS168200-LP-DRG-0455
Client:	Public Transport Victoria
Contract:	MFRD
Approved:	D. PATTERSON
Approval Date:	
Sheet No:	01 of 01
In Serv:	
Drawing Number:	
Scale:	1:500
Sheet Size:	A3

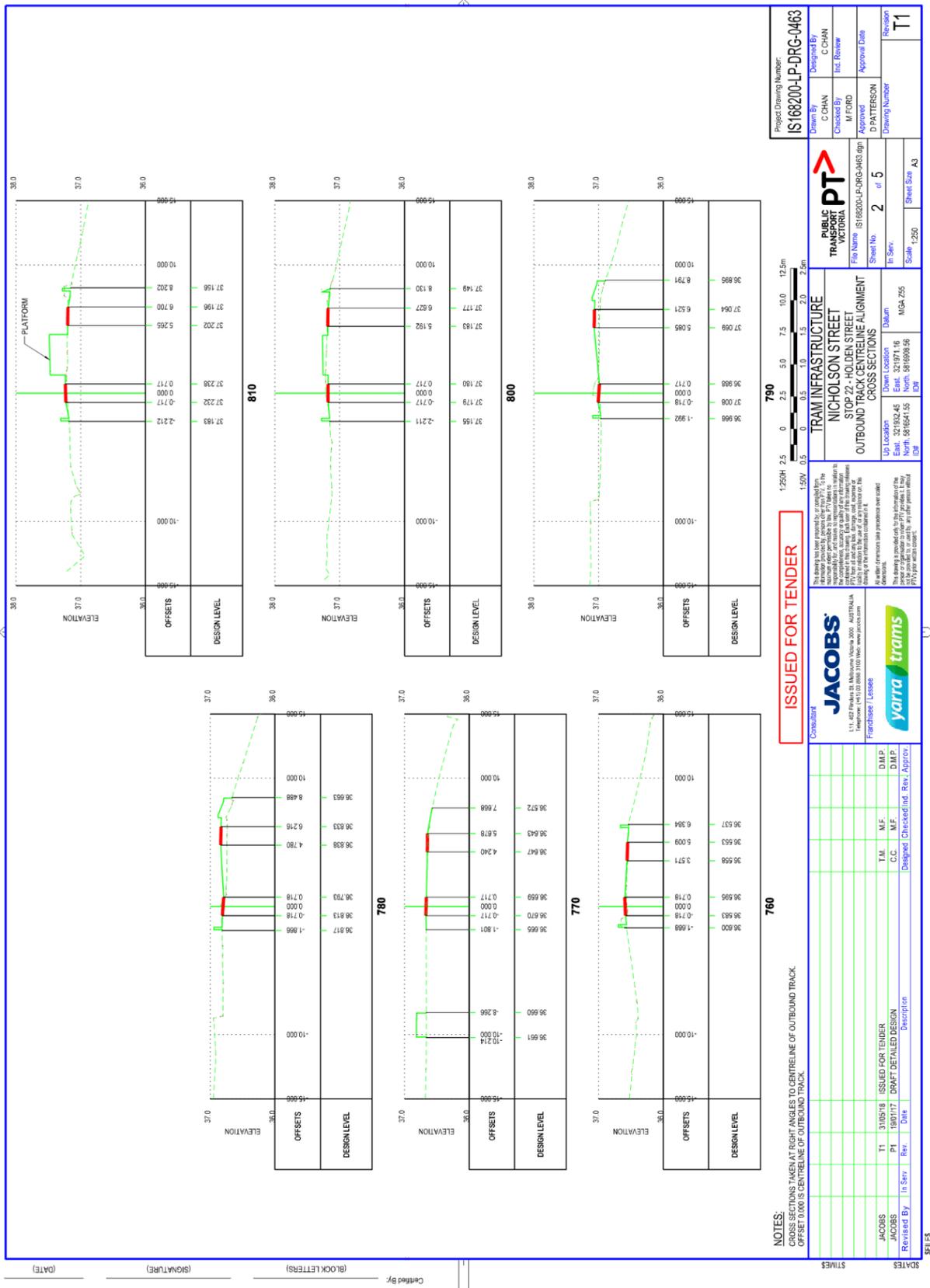
<b>PUBLIC TRANSPORT VICTORIA</b>	<b>PT</b>
Client:	TREBERBACH
Contract:	MFRD
Approved:	D. PATTERSON
Approval Date:	
Sheet No:	01 of 01
In Serv:	
Drawing Number:	
Scale:	1:500
Sheet Size:	A3

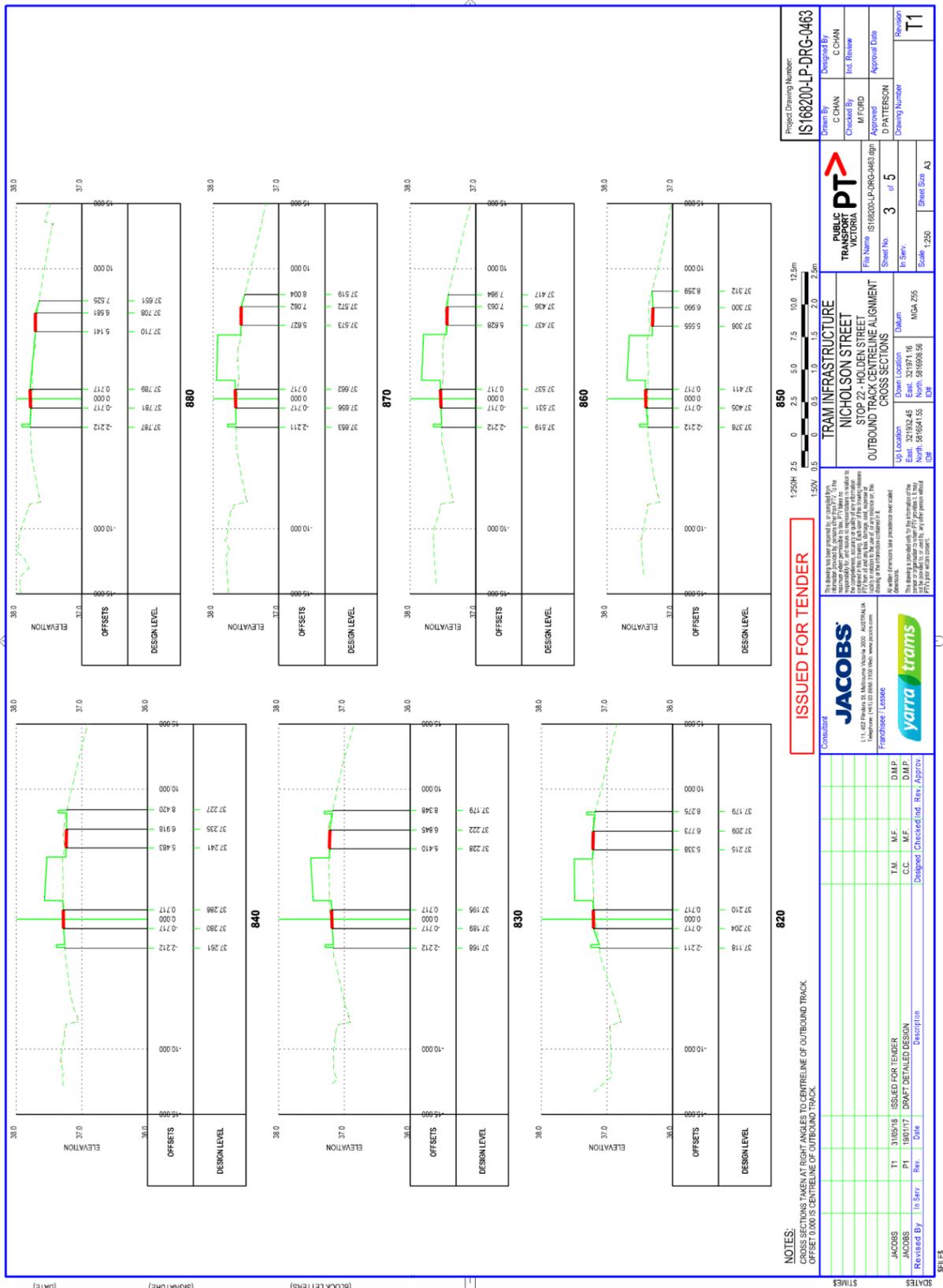
<b>TRAM INFRASTRUCTURE</b>	<b>NICHOLSON STREET</b>
<b>STOP 22 - HOLDEN STREET</b>	<b>ROAD &amp; PEDESTRIAN CROSSING</b>
Up Location:	Down Location:
East: 321809.23	East: 321803.77
North: 881696.88	North: 881684.57
DF	DF

The client has approved the design. The drawings are provided for the information of the contractor. The contractor is responsible for the construction of the works. The drawings are provided for the information of the contractor. The contractor is responsible for the construction of the works. The drawings are provided for the information of the contractor. The contractor is responsible for the construction of the works.

**JACOBS**  
111, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 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**TRAM INFRASTRUCTURE**  
 NICHOLSON STREET  
 STOP 22 - HO DELA STREET  
 OUTBOUND TRACK CENTRELINE ALIGNMENT  
 CROSS SECTIONS

Project Drawing Number: **IS18200-LP-DRG-0463**

Drawn By: **DEBORAH**  
 Checked: **C CHAN**  
 M FORD  
 Approved: **D PATTERSON**

File Name: **IS18200-LP-DRG-0463.dwg**

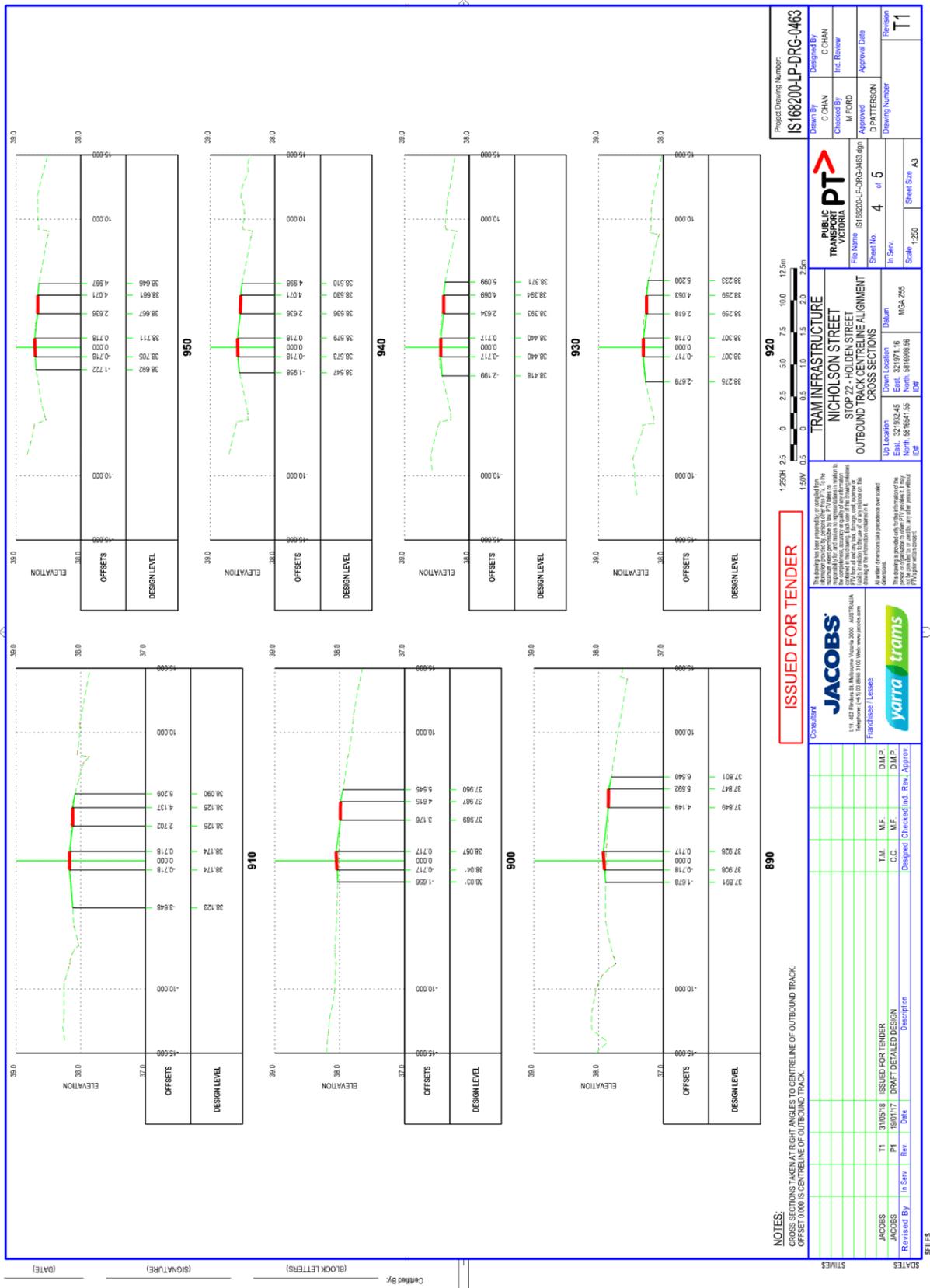
Sheet No: **3** of **5**

Scale: **1:250**

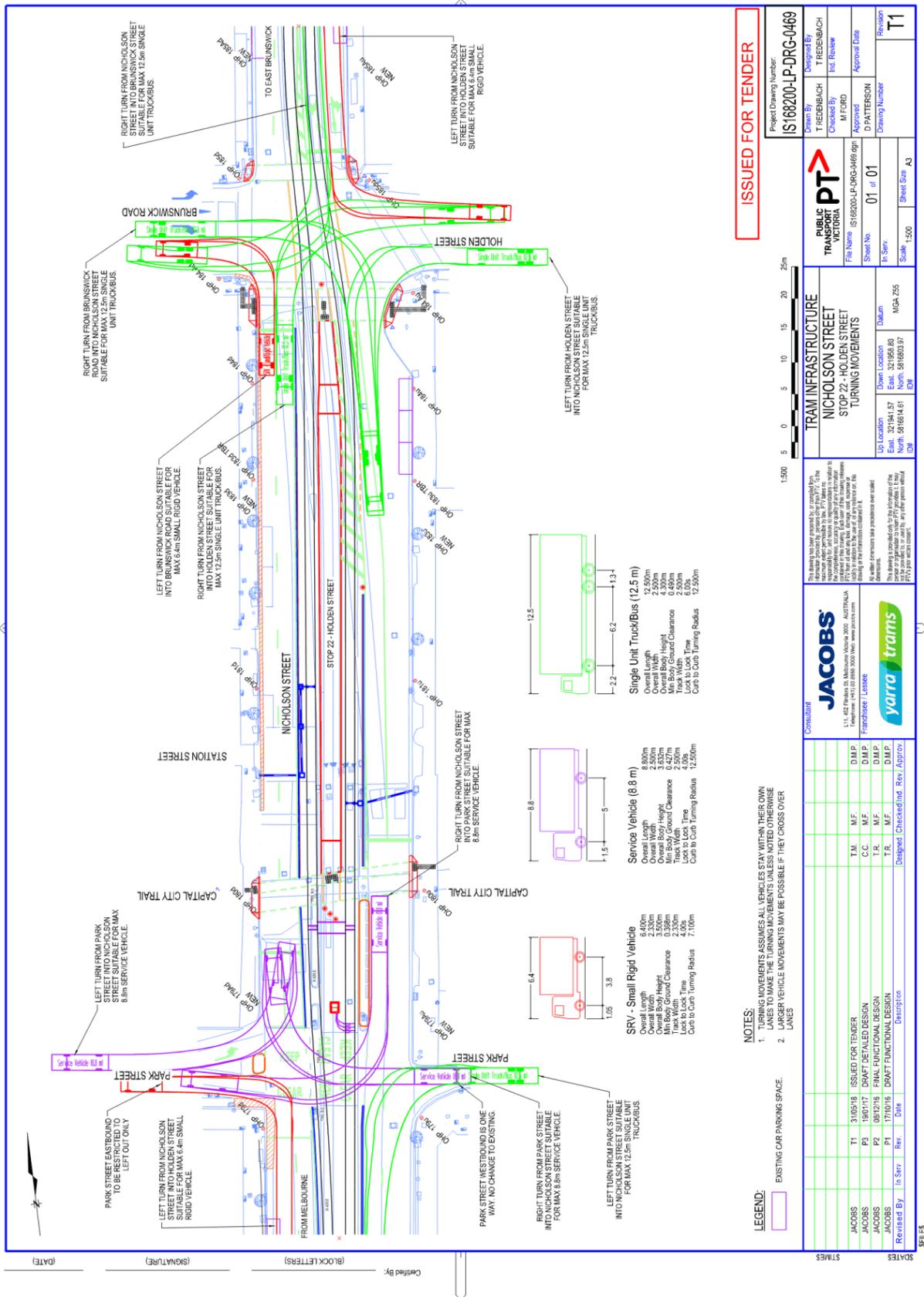
Sheet Size: **A3**

Revision Number: **T1**

UP Location: **Down section**  
 East: **32192.45** East: **32197.16** MGA 255  
 North: **881641.55** North: **881698.56** EDW







ISSUED FOR TENDER

Project Drawing Number: **IS168200-LP-DRG-0469**

Drawn By: T REEBBACH	Checked By: M FORD	Approved By: D PATTERSON
Discipline: CIVIL	Scale: 1:500	Sheet Size: A3

<b>PUBLIC TRANSPORT VICTORIA</b>	File Name: IS168200-LP-DRG-0469.dwg	Sheet No: 01 of 01	In Serv: MGA 255
<b>PT</b>	Project: TRAM INFRASTRUCTURE	Drawn: DAWSON	Scale: 1:500
	Location: NICHOLSON STREET	East: 32°19'41.57"	North: 88°16'04.61"
	STOP 22 - HOLDEN STREET	East: 32°19'41.57"	North: 88°16'04.61"
	TURNING MOVEMENTS	East: 32°19'41.57"	North: 88°16'04.61"

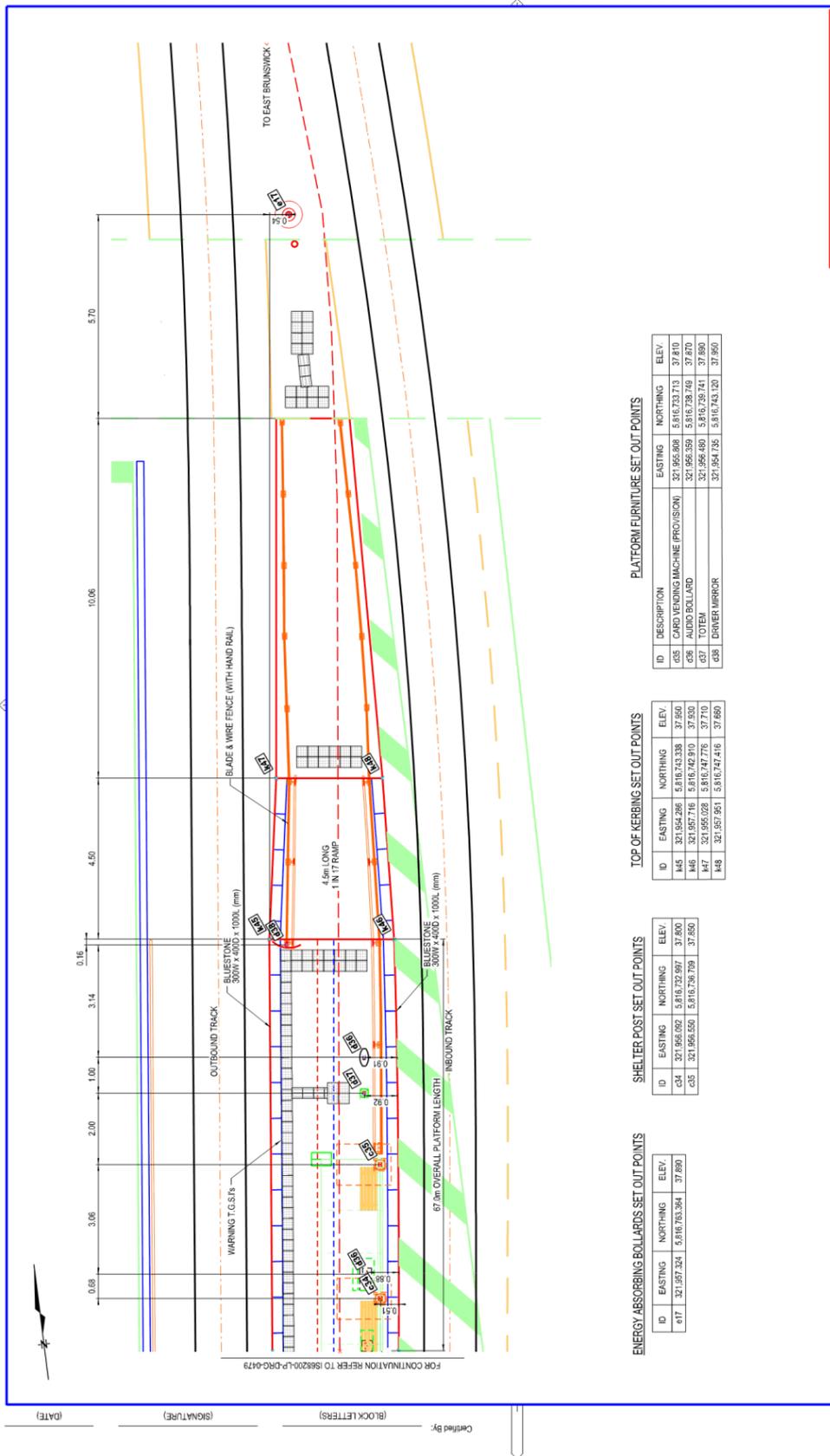
Rev	In Serv	Date	Description	Checked	Ind	Rev	Approv
T1							

**JACOBS**  
 111, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 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Project Drawing Number: **IS168200-LP-DRG-0480**

Client: **PUBLIC TRANSPORT VICTORIA**

Design By: **A. LOGANAN**  
 Checked: **M. FORD**  
 Approved: **D. PATTERSON**

File Name: **IS168200-LP-DRG-0480.dwg**

Sheet No: **01** of **01**

In Serv: **T1**

Scale: **1:100**

Sheet Size: **A3**

Revision: **T1**

**TRAM INFRASTRUCTURE**  
**NICHOLSON STREET**  
**STOP 22 - HOULDEAN STREET**  
**PLATFORM SET OUT DETAILS**  
**SHEET 3 OF 3**

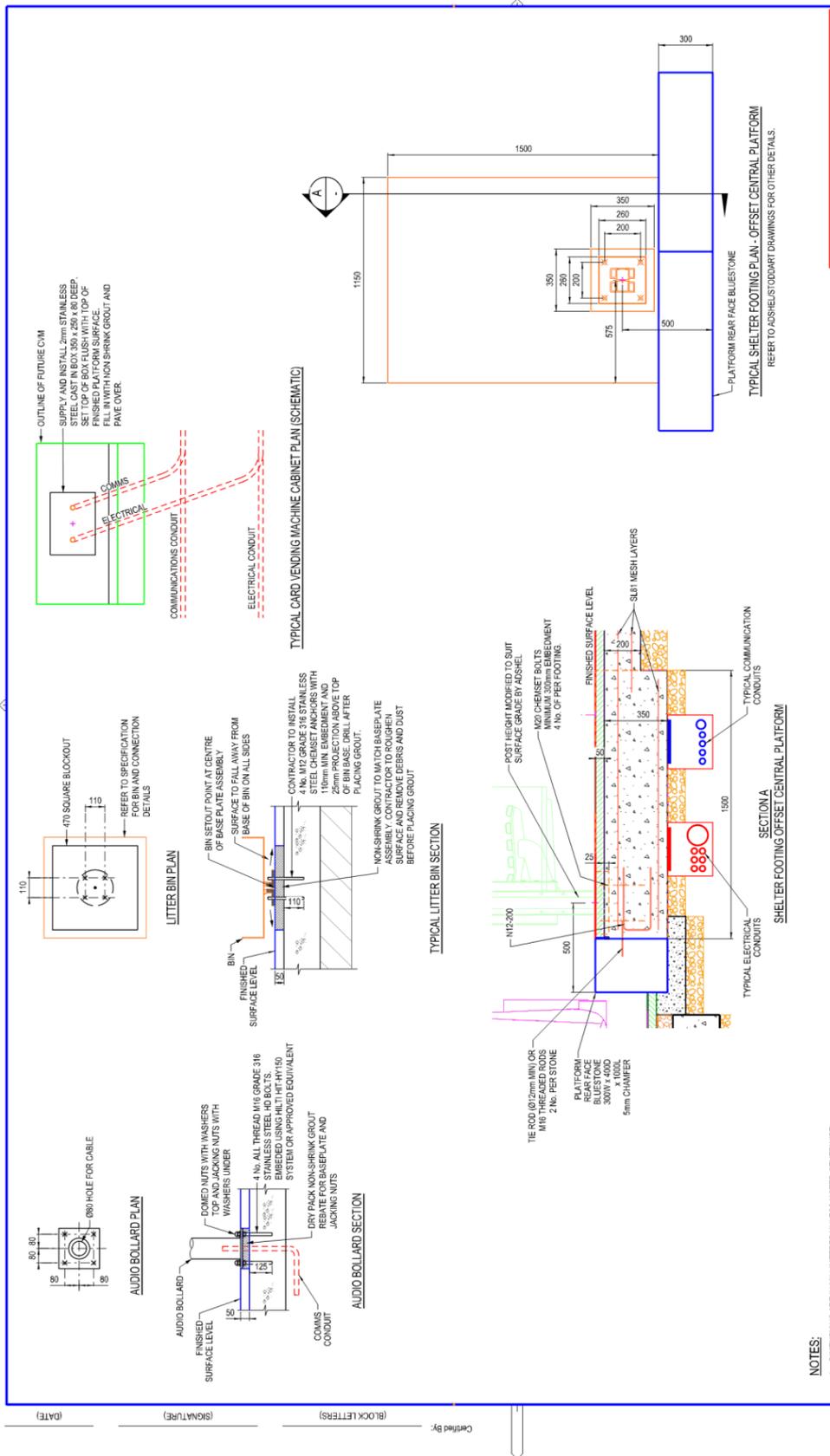
UP Location: **Urban**

Down Location: **Urban**

East: **321954.79** East: **321957.30** MGA Z55  
 North: **3819731.67** North: **3819768.13** EDN

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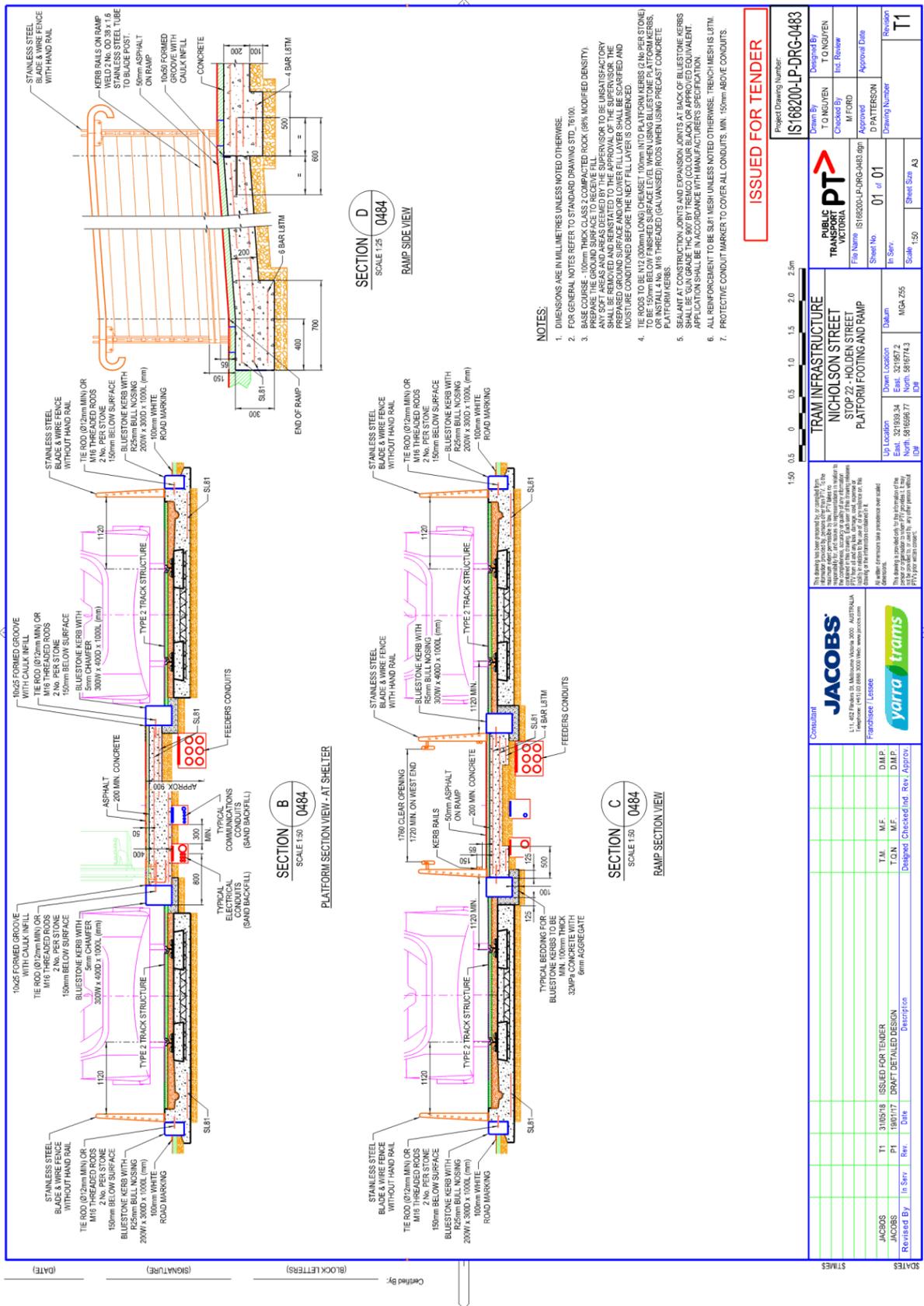
**JACOBS**  
 Consultant  
 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 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**ISSUED FOR TENDER**

Project Drawing Number: IS168200-LP-DRG-0482	
Drawn By: TONGUYEN	Checked By: TONGUYEN
Author: M.FORD	Int. Reviewer: M.FORD
File Name: IS168200-LP-DRG-0482.dwg	Approved: D.PATTERSON
Sheet No: 01 of 01	Approval Date:
In. Serv: MGA 255	Drawing Number: T1
Scale: 1:20	Sheet Size: A3
<b>TRAM INFRASTRUCTURE</b> NICHOLSON STREET STOP 22 - HO DELA STREET TYPICAL FURNITURE FOOTING	
UP Location: Down Location East: 321933.34 East: 321987.2 North: 881696.77 North: 881674.3 EDW EDW	Urban MGA 255 EDW
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Consultant: <b>JACOBS</b> 111, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	

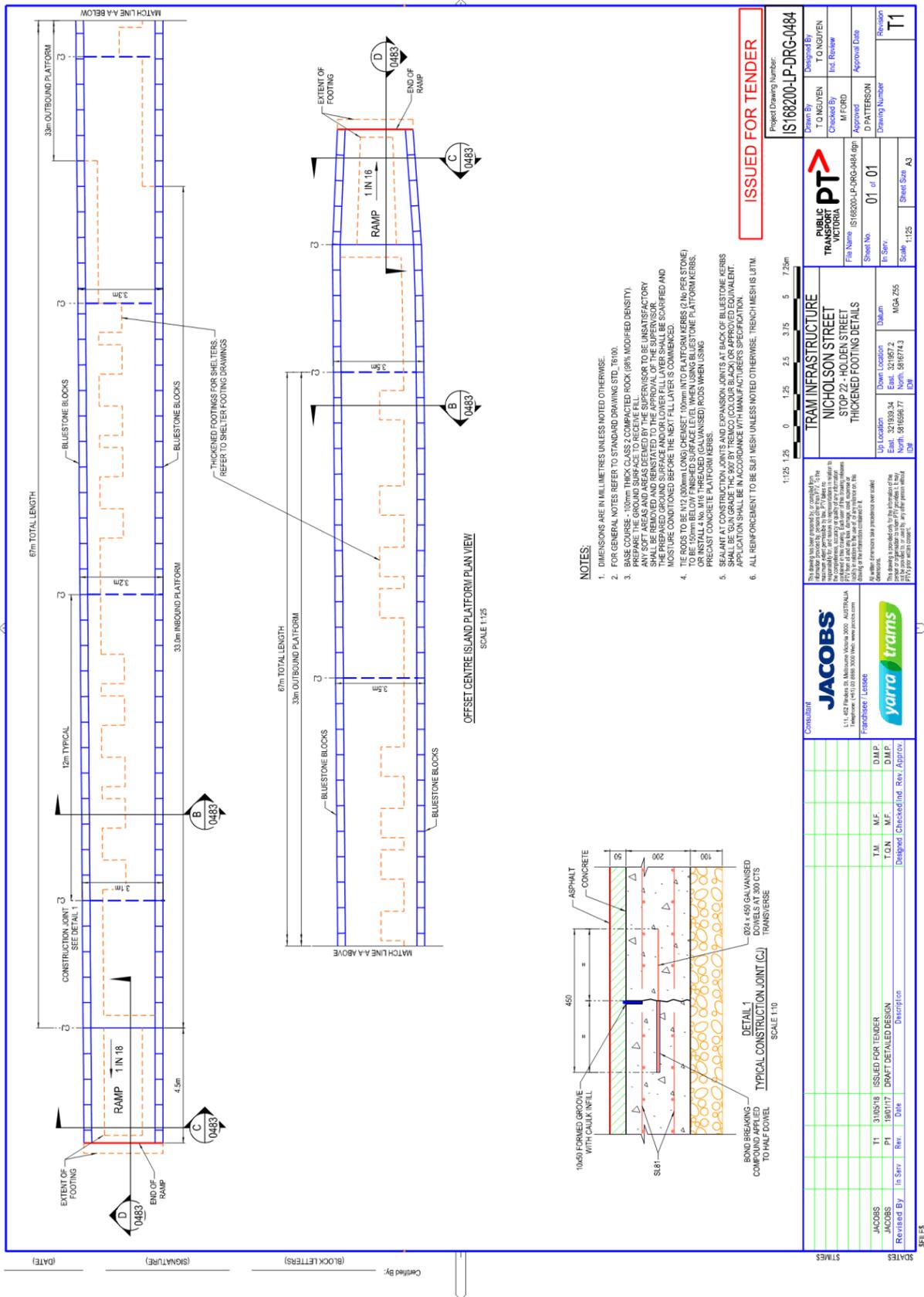
**NOTES:**  
 1. DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.  
 2. REFER TO STANDARD DRAWING STD\_T0100 FOR PLATFORM GENERAL NOTES  
 3. SHELTER TYPE:  
 3 No. EVO 8m DOUBLE PARAAD. REFER TO STODDART INFRASTRUCTURE DRAWING NUMBER: IFE 01 EVO 2A-A4 01  
 AND 1 No. EVO 8m SINGLE PARAAD. REFER TO STODDART INFRASTRUCTURE DRAWING NUMBER: IFE 01 EVO Para A4 01



ISSUED FOR TENDER

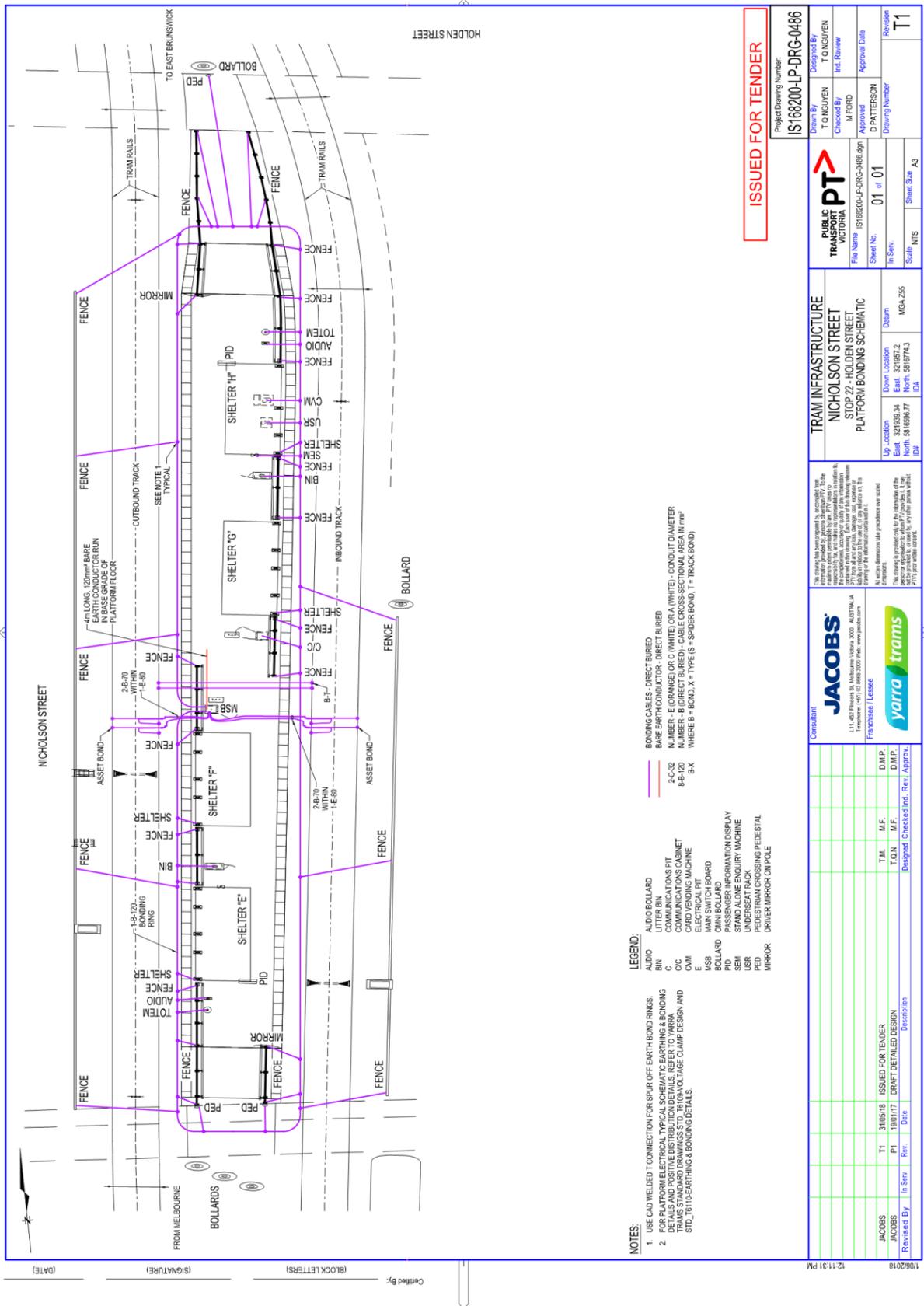
Project Drawing number: IS168200-LP-PRG-0483	
Drawn By: T O'NEUVEN	Checked By: T O'NEUVEN
Design No: 01	Revision: 01
File Name: IS168200-LP-PRG-0483.dwg	Approval Date:
Sheet No: 01 of 01	Drawing Number: T1
In Serv: D PATTERSON	Scale: 1:50
Sheet Size: A3	Revision: T1
UP Location: Down Location	Down Location: Down Location
East: 321693.34	East: 321693.34
North: 881674.3	North: 881674.3
DN	DN
Scale: 1:50	Scale: 1:50
Sheet Size: A3	Sheet Size: A3
Revision: T1	Revision: T1

**JACOBS**  
 CONSULTANT  
 111, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 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**ISSUED FOR TENDER**

Project Drawing Number: <b>IS168200-LP-DRG-0484</b>	
Drawn By: <b>TONGUYEN</b>	Checked By: <b>M.FORD</b>
Design Stage: <b>Final</b>	Approval Date: <b>T1</b>
File Name: <b>IS168200-LP-DRG-0484.dwg</b>	Sheet No: <b>01</b> of <b>01</b>
UP Location: <b>Down Footing</b>	In Serv: <b>MGA 255</b>
East: <b>321897.34</b>	North: <b>5816764.3</b>
Scale: <b>1:125</b>	Sheet Size: <b>A3</b>
<b>JACOBS CONSULTANT</b> 111, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 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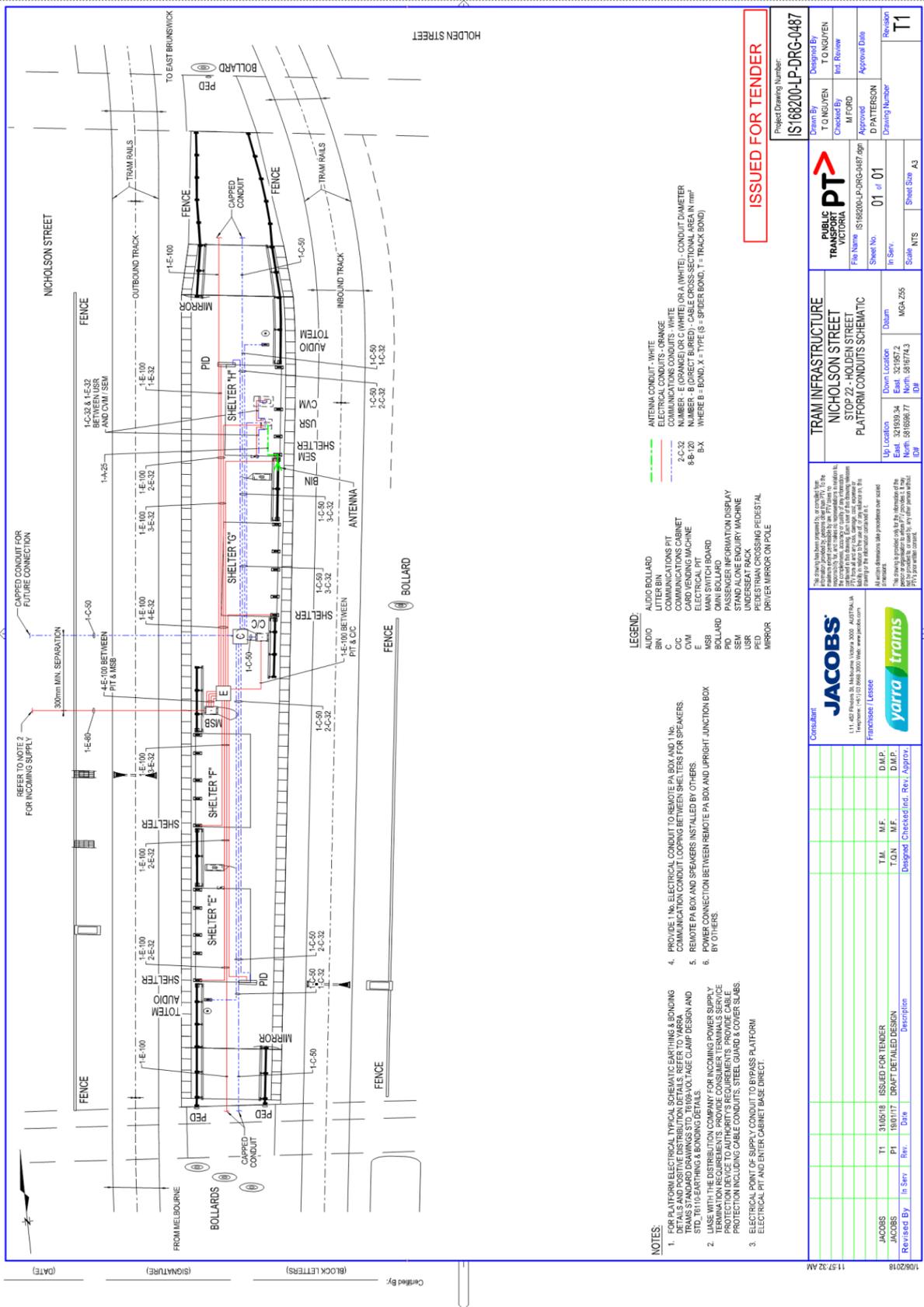
- NOTES:**
1. USE CAD WELDED T CONNECTION FOR SPIR OFF EARTH BOND RINGS
  2. FOR PLATFORM ELECTRICAL SCHEMATIC, EARTHINGS & BONDING DETAILS AND POSITIVE DISTRIBUTION DETAILS, REFER TO YARRA TRAMS STANDARD DRAWINGS STD\_110105-VOLTAGE CLAMP DESIGN AND STD\_110106-EARTHING & BONDING DETAILS

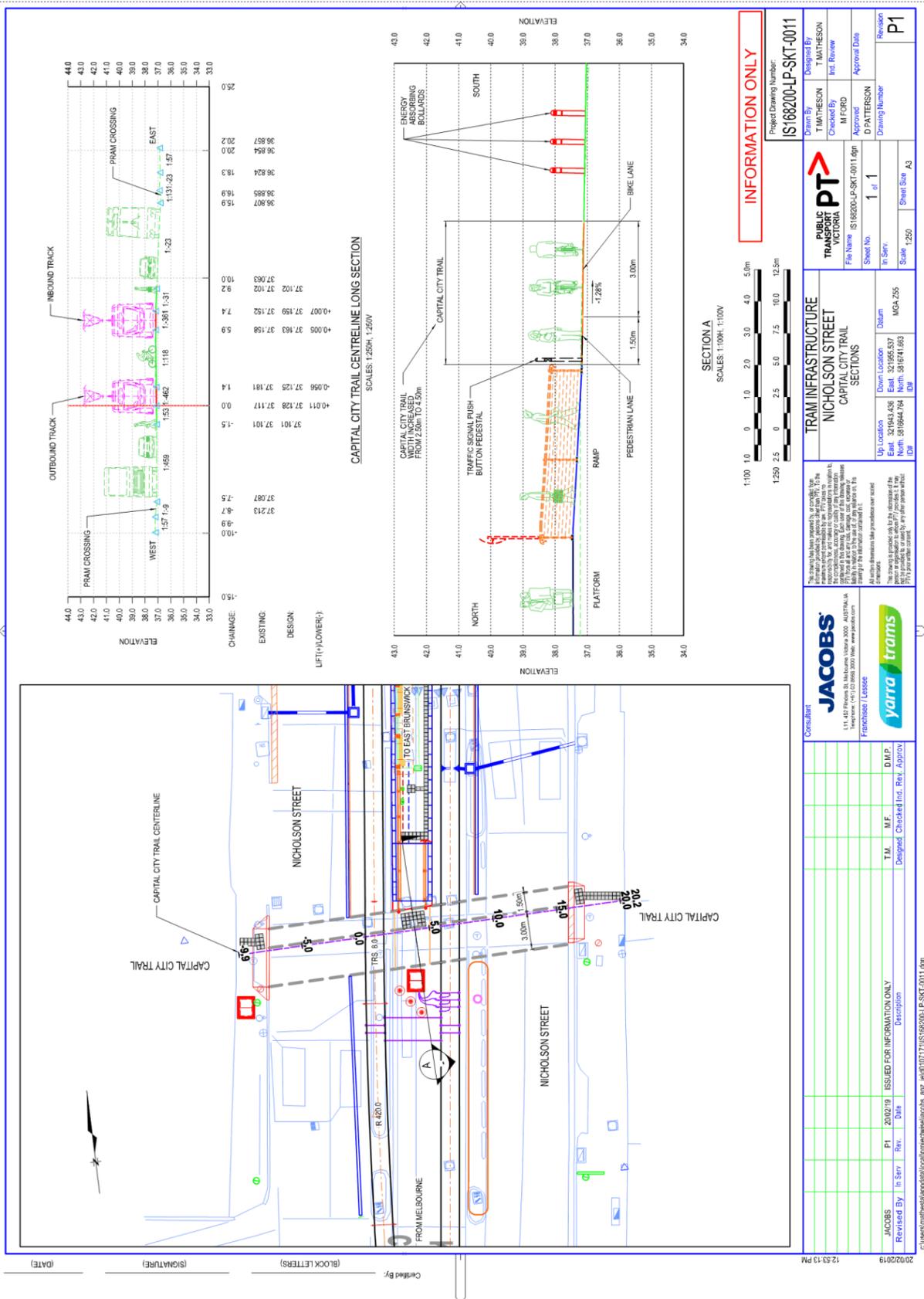
- LEGEND:**
- AUDIO BOLLARD
  - BIN
  - LITTER BIN
  - C
  - COMMUNICATIONS CABINET
  - C/C
  - C/W
  - ELECTRICAL PIT
  - MSB
  - MAIN SWITCH BOARD
  - BOLLARD
  - DMV BOLLARD
  - FRAMES
  - INFORMATION DISPLAY
  - UNDERSEAT RACK
  - UNDERSEAT MACHINE
  - USR
  - PEDESTRIAN CROSSING PEDESTAL
  - MIRROR
  - DRIVER MIRROR ON PALE

- BONDING CABLES - DIRECT BURIED**
- 2-C-32 NUMBER - E (ORANGE) OR C (WHITE) OR A (WHITE) - CONDUIT DIAMETER
  - 8-B-120 NUMBER - B (DIRECT BURIED) - CABLE CROSS-SECTIONAL AREA IN mm<sup>2</sup>
  - B-X WHERE B = BOND, X = TYPE (S = SPIDER BOND, T = TRACK BOND)

**ISSUED FOR TENDER**

Project Drawing Number: <b>IS168200-LP-DRG-0486</b>		Drawing No: <b>01 of 01</b>		Revision: <b>T1</b>	
Client: <b>TONGUEVEN</b>		Drawing Title: <b>TRAM INFRASTRUCTURE</b>		Scale: <b>NTS</b>	
Checked By: <b>MFRD</b>		Drawing Number: <b>A3</b>		Sheet Size: <b>A3</b>	
Approved: <b>D PATTERSON</b>		Date: <b>01/01</b>		Sheet No: <b>01 of 01</b>	
File Name: <b>IS168200-LP-DRG-0486.dwg</b>		Down Location: <b>Drawn</b>		MGA Z55	
Up Location: <b>East: 321839.34</b>		East: <b>321837.2</b>		North: <b>881674.3</b>	
North: <b>881696.77</b>		North: <b>881674.3</b>		DF	
DF		DF		DF	
<p>The client has agreed to accept the drawings as shown. The client is responsible for ensuring that the drawings are used in accordance with the contract. The drawings are provided as a guide only and are not to be used for construction without the approval of the client. The drawings are provided as a guide only and are not to be used for construction without the approval of the client.</p>					
<p><b>JACOBS</b> CONSULTANT 111, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 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**Route 96 – SP2**

YARRA TRAMS

**Heritage Impact Assessment**

IS168200 | Final

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Heritage Impact Assessment



**Route 96 – SP2**

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B.1.4 Statement of significance

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## Abbreviations

CHL	Cultural Heritage List
CIP	Centre Island Platform
CMP	Conservation Management Plan
COP	Central Offset Platform
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)</i>
Heritage Act	<i>Heritage Act 1995 (Victoria)</i>
HV	Heritage Victoria
Jacobs	Jacobs Group (Australia) Pty Ltd
m	metres
MHO	Moreland Heritage Overlay
NHL	National Heritage List
OHP	Overhead Pole
PTV	Public Transport Victoria
RNE	Register of the National Estate
the Project	Route 96 Premium Line Project
SP	Separable Portion
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register
WHL	World Heritage List
YHO	Yarra Heritage Overlay

## Executive Summary

### Introduction

Yarra Trams have engaged Jacobs Group (Australia) Pty Ltd (Jacobs) to prepare a historical heritage impact assessment for the Route 96 Upgrade Project (the Project). The Project has been divided into nine sections, referred to as Separable Portions (SP). This report will address the heritage issues for SP2.

The designs for Stops 20 (Reid Street), 21 (Scotchmer Street) and 22 (Holden Street) on Nicholson Street have been developed as part of the Route 96 – Upgrade Project to upgrade Route 96 to be Melbourne’s first fully accessible route. Tram upgrades will improve access and journey time reliability along the route. The Project also creates the opportunity to incorporate an integrated design solution around the tram stops.

The design has consequently been developed with a collaborative delivery approach between Public Transport Victoria (PTV), Yarra Trams, the City of Yarra and the City of Moreland.

The Project involves the upgrade of tram stops 20, 21, 22 through the installation of the Centre Island Platforms (CIP) at Stops 20 and 21 and a Central Offset Platform (COP) at Stop 22 and approximately 650 metres (m) of track renewal alignment design.

This HIA report was updated in 2018 to assess new impacts to six shop awnings at 699A, 700, 702-704, 705, 709 and 711 Nicholson Street, North Carlton and North Fitzroy.

The following works are proposed for each of the stops:

#### Stop 20 (Richardson Street/Reid Street)

- Road side parking to be removed adjacent to the proposed CIP, seven parking spaces to be removed from the outbound road side (Richardson Street) and nine spaces to be removed from the inbound road side (Reid Street) although this will be offset by two additional new spaces to be provided. Existing blue stone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.

#### Stop 21 (Scotchmer Street/Pigdon Street)

- Road side parking to be removed adjacent to the CIP, eleven parking spaces to be removed from the outbound road side (Pigdon Street) and eleven spaces to be removed from the inbound road side (Scotchmer Street). Existing bluestone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.
- Cutting back/removal of shop awnings is proposed due to clearance requirements of anything within 600 mm of the 2.8 m wide kerbside lane for safety reasons. Shop awnings at 700, 702-704, 705 and 709 Nicholson Street are within the clearance distance and either have to be removed or cut back. In order to minimise impacts it is proposed to cut back the modern cantilevered awnings at 702-704 and 705 Nicholson Street from the front of the awning. The shop awnings at 700 and 709 Nicholson Street are supported by poles. In this instance, it is proposed that part of the awning from the back (closest to the building) will be removed, while keeping the front of the awning intact, and the supporting poles will be reinstated into the pavement.
- Removal and installation of overhead poles (OHP) is proposed due to clearance requirements of anything within 600 mm of the 2.8 m wide kerbside lane for safety reasons. Shop awnings at 711 and 699A Nicholson Street require the OHPs to pass through the shop awnings approximately 300 mm from the front of the awnings. It is not possible to locate the OHPs closer to the road due to clearance requirements.

#### Stop 22 (Brunswick Road/ Holden Street)

- Road side parking to be removed adjacent to the 67 m long COP, three parking spaces to be removed from the outbound road side (Brunswick Road) and four spaces to be removed from the inbound road side (Holden Street). Existing bluestone pitchers will need to be removed and the asphalt road service extended

to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.

The excavation across the site will be to a depth of 0.5 m, except the areas where local services works require deeper excavation, and will extend approximately 650 m along Nicholson Street in three sections. The width of the excavation will vary from 5.8 m width (along the standard straight track) to 10 m wide at the location of the new stops.

### Desktop assessment

Five historical heritage places are located within the Project area, two of these are listed on the Yarra Heritage Overlay (YHO) (North Carlton Precinct – HO326 and North Fitzroy Precinct – HO327), one is registered on the Victorian Heritage Inventory (VHI) (Former Nicholson Street Cable Tram Car Shed Track – H7822-2253), one is listed on the Moreland Heritage Overlay (MHO) (Janet Hillman Reserve – HO133) and one is listed with the National Trust (NT) (Inner and Outer Circle Railway – B5436). Three historical heritage places are located adjacent to the Project area: these places are registered on the YHO (658 Nicholson Street (residence) – HO423), the VHI (Former Nicholson Street Cable Tram Car Shed and Workshop) and the Register of National Estate (RNE) (Family Butchers Shop – 14943).

### Impact assessment

A site inspection was undertaken to obtain information about the potential for impacts of the activities on the heritage values of places within and adjacent to the Project area.

The proposed works will impact on the **bluestone kerbing and guttering** on Nicholson Street within the North Carlton and North Fitzroy Precincts. The bluestone kerbing and guttering contributes to the aesthetic values of the precincts. Due to the existing width of the road reserve in Nicholson Street and minimum clearance requirements for trams and Disability Discrimination Act (DDA) accessibility on the tram platform, it is not possible to accommodate the minimum 2.8 m trafficable lane widths without impacting on the bluestone pitchers. The existing pitchers are not an appropriate trafficable surface, due to their uneven surface, for the carrying capacity and speed of Nicholson Street which is an arterial road managed by VicRoads. Therefore, the design being proposed is to remove all bluestone pitchers for a length of approximately 100 m (west) and 70 m (east) alongside Stop 20, for a length of approximately 90 m (west) and 60 m (east) alongside Stop 21 and for approximately 105 m (west) alongside Stop 22 to enable construction of 2.8 m wide trafficable lanes on both sides of the road.

The proposed works will impact on **six shop awnings** within the North Carlton and North Fitzroy Precincts. Elements which contribute to the heritage significance of the North Carlton and North Fitzroy Precincts include attached Victorian-era and Edwardian-era mainly two-storey shop and residence rows in the major north-south street, having typically post-supported, mainly Corporation Style iron street verandahs. The row of shops impacted by the proposed works is significant as a major shopping centre of grand shop rows, extending from Macpherson Street (south of the Project area) to Park Street (in the northern section of the Project area), which were built along the cable tram route.

The cutting back of the front of the modern awnings at 705 and 702-704 Nicholson Street, and removal of part of the rear of the awnings at 700 and 709 Nicholson Street will not affect the significance of North Carlton or North Fitzroy Precincts as while physical change to the awnings/verandahs will occur, the modified forms would only have negligible impact on their significance.

The proposed installations of two OHPs at 699A and 711 Nicholson Street will pierce the awnings approximately 300 mm from the front of the awnings. The OHPs will not provide any structural capacity to the awnings. During construction a 250 mm diameter hole will be cut into the shop awnings. Once the OHPs have been placed through the holes in the awnings, flashing will be added around the outside of the OHPs to protect the awnings from water seepage. The process will not impact on any other part of the awnings apart from the area where the holes are located. The physical impact to the buildings is minimal and will not impact on the significance of the North Carlton Precinct.

The northern section of Stop 21 proposed works will impact on the **Former Nicholson Street Cable Tram Car Shed Track** which is located on Nicholson Street. The proposed works include excavation at the site to a depth of 0.5 m and a width of 5.8 m width. The Former Nicholson Street Cable Tram Car Shed Track will be directly impacted by the proposed works. The remains of the cable tram network have the potential to include tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers. Archaeological monitoring by an appropriately qualified historical archaeologist during the excavation works within the extent of the VHI site is required to identify and record any archaeological artefacts present in the area.

The proposed works will impact on track remnants of the **Inner Circle Railway** (HO133 and NT). The existing section of railway track extends from the Janet Hillman Reserve into Nicholson Street and is approximately 12.6 m long. A 3.1 m section of the railway track from the middle of Nicholson Street will be required to be cut out of the road to allow for widening of the tram tracks, which will leave a section of track approximately 9.5 m in length. The section of track can be removed without damaging the remainder of track which will stay in the road. As new tram tracks for the Project are required to be constructed in this area it is not possible to retain the 3.1 m section of rail track, due to engineering constraints. The Conservation Management Plan (Allom Lovell and Associates and John Patrick Pty Ltd 2005) for the Inner Circle Railway outlines policies for the management of remnant features of this heritage item. The Inner Circle Railway line was assessed as being of *primary significance* and recommendations were to: *Retain and conserve remaining track, gateposts and fencing. Reconstruct fencing where lacking and where practical given existing conditions.*

### Recommendations

A summary of the impacts, mitigation measures and statutory requirements related to the two heritage precincts and the other historical heritage places identified within and adjacent to the proposed works is presented in Table 1 below.

The works are within the North Carlton Precinct (HO326) and North Fitzroy Precinct (HO327); however the *Tramway Infrastructure Upgrades Incorporated Document* (2017) outlines exemptions from planning scheme requirements which relate to the Route 96 – SP2 proposed works. The exemption is subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland and City of Yarra to meet the requirements of this condition.

**Table 1 : Historical heritage places within and adjacent to proposed works, impacts, mitigation measures and statutory requirements.**

Item name	Number	Impact description	Site-specific mitigation measures	Statutory requirements
North Carlton Precinct	HO326	Direct impact: Removal of bluestone pitchers (gutter stones); Removal of part of the Inner Circle Railway track Minor physical impact to two buildings of contributory significance through removal of a rear section of shop awning and reinstatement of support poles, and removal of front section of shop awning Minor physical impact to two buildings of contributory significance through installation of OHPs.	Retain bluestone kerb stones Archival photographic recording of existing bluestone pitchers prior to removal No prudent or feasible alternative to removal of bluestone pitchers on Nicholson Street Archival photographic recording of Inner Circle Railway track Upon agreement the track section that is removed may be retained incorporated into an interpretive display The proposed construction method of cutting back shop awnings at 705 and 709 Nicholson Street must be undertaken in a manner that will have minimal impact upon the	<i>Tramway Infrastructure Upgrades Incorporated Document</i> (2017) outlines exemptions from planning scheme requirements subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland to meet the requirements of this condition.

Heritage Impact Assessment



Item name	Number	Impact description	Site-specific mitigation measures	Statutory requirements
			<p>fabric of the building. If it is not possible to reinstate the existing poles at 709 Nicholson Street, due to their age and condition, new poles of a similar design and materials should be used.</p> <p>The proposed construction method of cutting a 250 mm hole into the shop awnings of the properties located at 699A and 711 Nicholson Street must be undertaken in a manner that will have minimal impact upon the fabric of the building.</p>	
North Fitzroy Precinct	HO327	<p>Direct impact:</p> <p>Removal of bluestone pitchers (gutter stones)</p> <p>Removal of part of the Inner Circle Railway track</p> <p>Minor physical impact to two buildings of contributory significance through removal of a rear section of shop awning and reinstatement of support poles, and removal of front section of shop awning</p>	<p>Retain bluestone kerb stones</p> <p>Archival photographic recording of existing bluestone pitchers prior to removal</p> <p>No prudent or feasible alternative to removal of bluestone pitchers on Nicholson Street</p> <p>Temporary fencing to protect post box from indirect impacts from machinery</p> <p>Archival photographic recording of Inner Circle Railway track</p> <p>Upon agreement the track section that is removed may be retained incorporated into an interpretive display</p> <p>The proposed construction method of cutting back shop awnings at 700 and 702-704 Nicholson Street must be undertaken in a manner that will have minimal impact upon the fabric of the building.</p>	<p><i>Tramway Infrastructure Upgrades Incorporated Document (2017)</i> outlines exemptions from planning scheme requirements subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Yarra to meet the requirements of this condition.</p>
Former Nicholson Street Cable Tram Car Shed Track	VHI H7822-2253	<p>Direct impact:</p> <p>Archaeological remains are potentially directly under the road surface and will be impacted by excavation</p>	<p>Monitoring by an appropriately qualified historical archaeologist must occur while the initial excavation works which may reveal the remains of the cable tram network within the VHI boundary take place. Additional management measures may be required by HV, which will be outlined on the consent when it is issued.</p>	<p>Consent required from Heritage Victoria</p>
Janet Hillman Reserve and Inner Circle	HO133 NT B5436	<p>Direct impact:</p> <p>Removal of track remnants</p>	<p>Archival photographic recording of Inner Circle Railway track</p> <p>Upon agreement the track section that is removed may be retained</p>	<p><i>Tramway Infrastructure Upgrades Incorporated Document (2017)</i> outlines exemptions from planning scheme requirements subject to the condition that a statement describing</p>

Heritage Impact Assessment



Item name	Number	Impact description	Site-specific mitigation measures	Statutory requirements
Railway			and incorporated into an interpretive display Temporary fencing to protect picket fencing and gateposts from indirect impacts from machinery	any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland to meet the requirements of this condition.

### **Important note about your report**

The sole purpose of this report and the associated services performed by Jacobs is to complete a Heritage Impact Assessment of the proposed works to upgrade Route 96 – SP2 on Nicholson Street, Carlton North in accordance with the scope of services set out in the contract between Jacobs and the Client. That scope of services, as described in this report, was developed with the Client.

In preparing this report, Jacobs has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, Jacobs has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

Jacobs derived the data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent data analysis, and re-evaluation of the data, findings, observations and conclusions expressed in this report. Jacobs has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by Jacobs for use of any part of this report in any other context.

This report has been prepared on behalf of, and for the exclusive use of, Jacobs's Client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

## **1. Introduction**

### **1.1 Project background**

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The design has consequently been developed with a collaborative delivery approach between Public Transport Victoria (PTV), Yarra Trams, the City of Yarra and the City of Moreland.

The Project involves the upgrade of tram stops 20, 21, 22 through the installation of the Centre Island Platforms (CIP) at Stops 20 and 21 and a Central Offset Platform (COP) at Stop 22 and approximately 650 metres (m) of track renewal alignment design.

This HIA report was updated in 2018 to assess new impacts to six shop awnings at 699A, 700, 702-704, 705, 709 and 711 Nicholson Street, North Carlton and North Fitzroy.

### **1.2 Aim and scope of assessment**

The aim and scope of the assessment is to identify historical heritage items within or immediately adjacent to the Project area, assess the potential impacts on the heritage items from the tram track renewal and the associated Project activities, and develop measures to address impacts and advise on all necessary approvals.

### **1.3 Location of the proposed works area**

The proposed works for SP2 are located along Nicholson Street from Macpherson Street, Carlton North to the southern side of Barkly Street, East Brunswick (Figure 1.1).

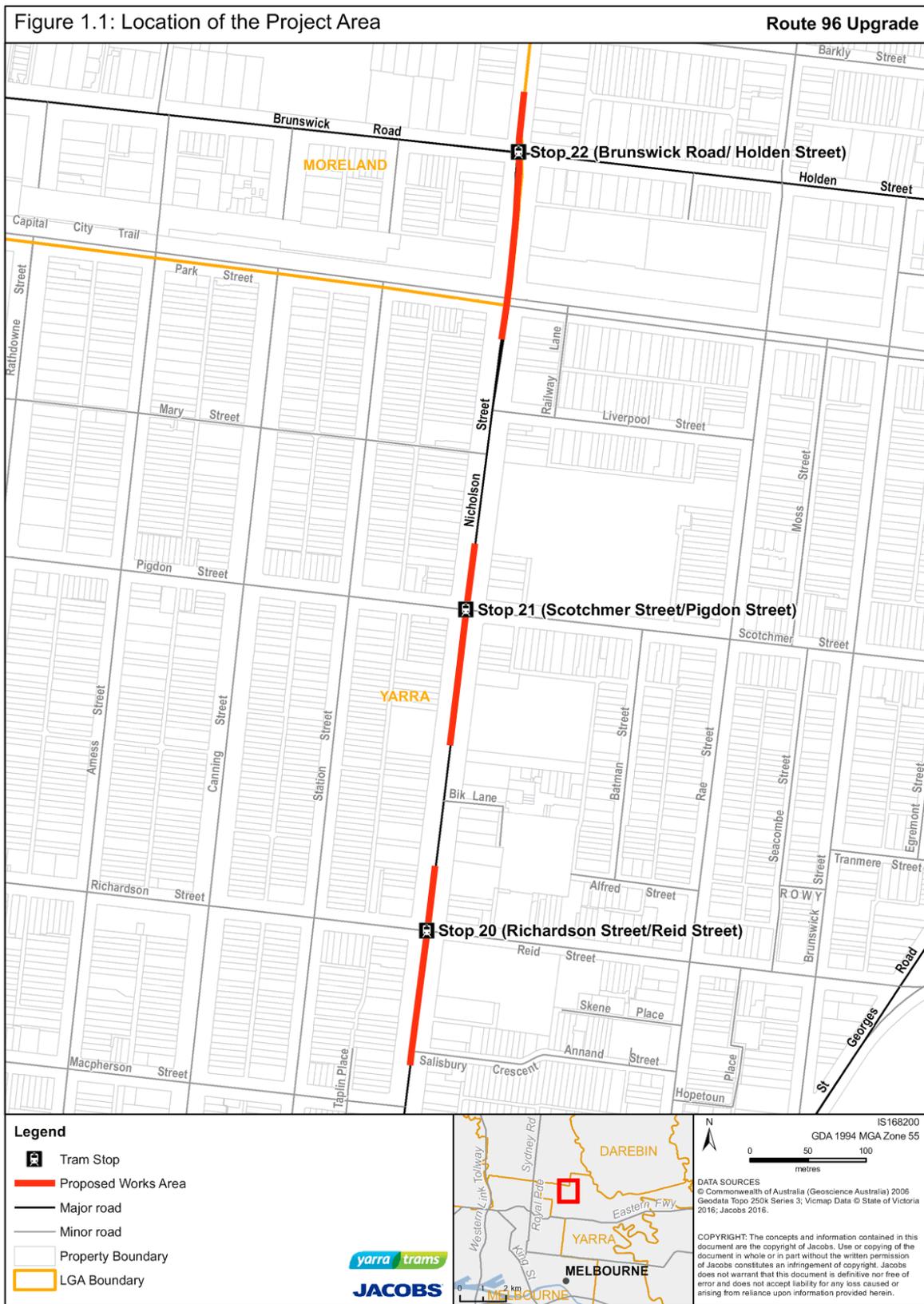
### **1.4 Limitations**

The project area is located on a major road. Due to safety considerations the site inspection was only able to take place from the safe locations of the footpaths and the tram stops.

The Heritage Impact Assessment was based on the Route 96 – Nicholson Street stops 20, 21 and 22: Macpherson Street (OHP157) Platform to Barkly Street (OHP187) Platform, Track and Overhead Renewals Draft Functional Design dated to the 17 October 2016; and Design Drawing Number IS168200-LP-SKT-0002 Rev P3; and OH Plan (Drawing Number IS168200-LO-DRG-0505 Rev P2).

### **1.5 Authorship of the report**

The assessment was prepared by Andrew Wilkinson (Project Archaeologist, Jacobs) and Jennifer Chandler (Project Archaeologist, Jacobs). Mapping was prepared by Ashlea Davy (Spatial Consultant, Jacobs). A quality and practice review of the assessment was undertaken by Dr Karen Murphy (Technical Leader (Historical Heritage), Jacobs).



## 2. Legislative framework

### 2.1 Commonwealth heritage legislation

#### 2.1.1 *Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)*

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) includes 'national heritage' as a Matter of National Environmental Significance and protects listed places to the fullest extent under the Constitution. It also establishes the National Heritage List (NHL) and the Commonwealth Heritage List (CHL).

The following is a description of each of the heritage lists and the protection afforded places listed on them.

##### 2.1.1.1 National Heritage List

The NHL is a list of places with outstanding heritage value to Australia, including places overseas. Any proposed actions on NHL places must be assessed for their impact on the heritage values of the place in accordance with *Matters of National Environmental Significance (Significant Impact Guidelines 1.1)*. The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on a matter of National Environmental Significance, including the national heritage value of places. If an action is likely to have a significant impact an EPBC Act referral must be prepared and submitted to the Minister for approval.

##### 2.1.1.2 Commonwealth Heritage List

The CHL is established under the EPBC Act. The CHL is a list of properties owned by the Commonwealth that have been assessed as having significant heritage value. Any proposed actions on CHL places must be assessed for their impact on the heritage values of the place in accordance with *Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies (Significant Impact Guidelines 1.2)*. The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on the environment, including the heritage value of places. If an action is likely to have a significant impact an EPBC Act referral must be prepared and submitted to the Minister for approval.

##### 2.1.1.3 Register of the National Estate

The Register of the National Estate (RNE) was formerly compiled as a record of Australia's natural, cultural and Aboriginal heritage places worth keeping for the future. The RNE was frozen on 19 February 2007, which means that no new places have been added or removed since that time. From February 2012 all references to the RNE were removed from the EPBC Act. The RNE is maintained on a non-statutory basis as a publicly available archive.

### 2.2 State heritage legislation

#### 2.2.1 *Heritage Act 2017 (Victoria)*

The *Heritage Act 2017* (the Heritage Act), which replaced the Heritage Act 1995 on 1 November 2017, is administered by Heritage Victoria (HV), Department of Environment, Land, Water and Planning. The main purpose of the Heritage Act is to 'provide for the protection and conservation of for the cultural heritage of the State'. The Heritage Act protects all categories of cultural heritage relating to the non-Aboriginal settlement of Victoria including shipwrecks, buildings, structures, objects and archaeological sites.

There are two categories of listing provided for under the Heritage Act:

- Victorian Heritage Register (Section 23), and;
- Victorian Heritage Inventory (Section 117).

### 2.2.1.1 Victorian Heritage Register

This category provides protection for those places, objects, archaeological places, archaeological artefacts or shipwrecks assessed as being of outstanding cultural significance within the State of Victoria. The Heritage Act establishes a Heritage Council, an independent statutory authority which determines which heritage places/objects are included on the Victorian Heritage Register (VHR). Nominations to the VHR can be made to the Executive Director (Heritage Victoria) who will review the nomination and make recommendations to the Heritage Council for inclusion on the VHR.

Under Section 87 and 88 of the Heritage Act it is an offence to knowingly, or negligently, remove, relocate, demolish, damage, despoil, develop, alter or excavation any part of a registered place on the VHR, unless a Permit is granted under the Heritage Act. Permit applications must be submitted to the Executive Director for consideration and determination of the matter. There is a review process for the decisions or conditions of permits through the Heritage Council. Fees for permits to carry out works to a registered place or object are detailed in Section 13 and 14 of the *Heritage Regulations 2017* and range in scale depending on the nature and costs of the works involved.

### 2.2.1.2 Victorian Heritage Inventory

The Victorian Heritage Inventory (VHI) includes all known archaeological sites (other than those determined to be of low archaeological value). Archaeological sites are defined as a place (other than a shipwreck) which:

- (a) contains an artefact, deposit or feature which is 75 or more years old<sup>1</sup>; and
- (b) provides information of past activity in the State; and
- (c) requires archaeological methods to reveal information about the settlement, development or use of the place; and
- (d) is not associated only with Aboriginal occupation of the place.

Under Section 123 of the Heritage Act it is an offence to knowingly or negligently deface, damage, or otherwise interfere with an archaeological site, whether it is included in the VHI or not, without a Consent. A Consent under Section 124 is required from the Executive Director for works or activities, including excavation, in relation to an archaeological site. Fees for consents are detailed in Section 23 of the *Heritage Regulations 2017* and range in scale depending on the nature and scale of the works involved.

#### 2.2.1.2.1 'D' listing

Heritage Victoria has introduced a 'D' classification in the VHI for places that don't meet the definitions and requirements for inclusion in the VHI as an archaeological site or those with no cultural heritage significance. There is no requirement to obtain Consent from HV for removal or damage to relics or sites provided with a 'D' classification although HV request they are notified in writing.

### 2.2.1.3 Discovering archaeological sites

Under Section 127 of the Heritage Act, if an archaeological site is discovered during an investigation or survey of land for a relevant survey purpose (including survey for an Aboriginal Cultural Heritage Management Plan), the person undertaking the survey or investigation must provide a site card to HV within 30 days after the discovery. Even if the survey does not reveal an archaeological site, HV must be notified and a survey report provided, in accordance with Section 31 of the *Heritage Regulations 2017*.

If an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to HV.

<sup>1</sup> Archaeological sites that are less than 75 years old may also be listed on the VHI, if it is determined that the site is of archaeological value.

## 2.2.2 Planning and Environment Act 1987 (Victoria)

The Project area is located within the City of Yarra and the City of Moreland. In accordance with the *Planning and Environment Act 1987*, the City of Yarra and the City of Moreland have developed a Planning Scheme and as part of their Planning Scheme, have produced a Schedule to the Heritage Overlay, which identifies heritage places. The purpose of the Heritage Overlay and Schedule is to conserve and enhance places of natural or cultural significance and those elements which contribute to their significance (both historical and Aboriginal heritage places).

The City of Yarra and the City of Moreland Planning Schemes also have Clause 52.37 (post boxes and dry stone walls), which states that a permit is required to demolish or remove a post box constructed before 1930.

Under Section 43.01-1 Heritage Overlay – Permit Requirement of the City of Yarra and the City of Moreland Planning Scheme, a permit is required for a place listed in the schedule to the Heritage Overlay to:

- Construct a building or construct or carry out works, including:
  - Road works which change the appearance of a heritage place or which are not generally undertaken to the same details, specifications and materials.
  - Street furniture other than:
    - Traffic signals, traffic signs, fire hydrants, parking metres, post boxes and seating
    - Speed humps, pedestrian refuges and splitter islands
    - Non-domestic disabled access, excluding a non-domestic disabled access ramp if the ramp is not visible from a street (other than a lane) or public park
- Externally alter a building by structural work, rendering, sandblasting or in any other way
- Construct or display a sign
- Carry out works, repairs and routine maintenance which change the appearance of a heritage place or which are not undertaken to the same details, specifications and materials

Under Section 43.01-4 Heritage Overlay – Permit Requirement of the City of Yarra and the City of Moreland Planning Scheme, no permit is required for a place listed in the schedule to the Heritage Overlay to develop a heritage place which is included on the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.

Pursuant to section 6(2)(j) of the *Planning and Environment Act 1987* the Tramway Infrastructure Upgrades Incorporated Document (2017) outlines exemptions from planning scheme requirements as follows:

The use and development of the Land for a Tramway includes, but is not limited to, the

- new level access stops, including tram platforms and associated facilities, tram track and tram overhead infrastructure
- segregation treatments to better separate trams from general traffic
- roadway alterations including bluestone kerbing, building awnings and associated traffic and street furniture
- vegetation pruning and removal
- infrastructure to support improved priority for trams at traffic signals
- pedestrian operated signals and real-time passenger information
- ancillary infrastructure including sub-stations and driver facilities.

Any requirement in the planning scheme:

- which prohibits the use or development of the Land; or
- which requires the use or development of the Land to be carried out in a particular manner; or

- to obtain a permit  
does not apply to:
- the use and development of the Land for a Tramway by or on behalf of a public authority, other than the subdivision or consolidation of land; or
- the display of a Promotion sign within a Tramway.

The exemption from planning scheme requirements outlined above is subject to the following conditions:

- 4.2.2 (c) if the land is in a Heritage Overlay, a statement describing any impacts of the development on the significance of the heritage place

Before deciding whether to approve plans submitted under 4.2.2 (c), the responsible authority must consider, as appropriate:

- The decision guidelines of the zone, overlay or other provision that, if not for this incorporated document, would have required a planning permit for the use and/or development.

### **3. Background**

#### **3.1 Historical context**

##### **3.1.1 North Carlton**

The area of North Carlton was developed from the 1850s as an outpost of Melbourne Town, with a bluestone quarry reserve, an associated penal station, and the Melbourne General Cemetery. The area was surveyed in 1869 as an extension for Melbourne's residential suburbs. The new half-acre blocks extended as far as Fenwick Street, continuing the north-south grid of Carlton, with 30 metre frontage allotments served by generous 20 and 30 metre wide government roads. Reserves were set aside for public buildings and gardens. The renowned surveyor, Clement Hodgkinson, was the initiator of the 1869 North Carlton plan, as head of the Crown Lands and Survey Department (Allom Lovell and Associates 1998b).

In 1876, the area north of Fenwick Street (approximately 173 acres), was subdivided into small suburban lots typically with 15 metre frontages but each was provided with the Victorian-era amenity of rear service lanes, separating utilitarian household functions such as coal and other deliveries, nightsoil cartage and stabling, from the formal house facade. The 30 metre wide roads of Drummond, Rathdowne and Canning Streets were also continued north. The subdivision led to a distinctive form of housing development where closely spaced, sometimes richly decorated, houses are viewed over low formally arranged front gardens and fences, forming a continuous and distinctive residential Victorian era streetscape. Post 1900, infilling of North Carlton's vacant sites proceeded quickly and by about 1915 the suburb was virtually complete, with religious and educational buildings, and government services following each development surge (Allom Lovell and Associates 1998b).

The suburb, once developed, was almost entirely residential with some factory/warehouse development after 1900 serving the commercial development in Nicholson and Rathdowne Streets. As a result North Carlton is a highly homogenous 19th and early 20th century residential suburb largely occupied by dense terrace development, set within a rigid rectilinear grid of north-south and east-west streets, served by rear lanes as an obligatory feature of polite suburban life of the era (Allom Lovell and Associates 1998b).

##### **3.1.2 North Fitzroy**

North Fitzroy was first settled by quarry workers due to the number of quarries in the area, including at Clifton Hill, Carlton and Princes Hill. North Fitzroy was an open area with most traffic travelling along Queens Parade (Jacob Lewis Vines and Fitzroy Planning Office 1978: 10). Early street layout in North Fitzroy did not conform with the standard north to south and east to west grid layout, but was based on the diagonal alignment of Heidelberg Road (Jacob Lewis Vines and Fitzroy Planning Office 1978: 13). Land between Park Street and Brunswick Road (overlapping with the Project area) was subdivided into lots and sold between 1877 and 1883. Most of the construction on these lots was completed by the 1890s (Jacob Lewis Vines and Fitzroy Planning Office 1978: 15).

Construction of cable tramway routes along Queens Parade, Nicholson Street and St Georges Road began in 1883 which resulted in the subdivision of existing allotments in North Fitzroy. Quarries and farms in the area north of Holden Street also began to be subdivided at this time. By 1887, when the tram services began, the area had developed into a commercial and residential area. The opening of the Inner Circle Railway took place in 1888 and housing continued to develop. Factories were built along Scotchmer Street in the 1930s, which was by then a commercial strip (Victorian Heritage Database 2014b: 3).

##### **3.1.3 Cable trams**

The first type of tram that was in use in Melbourne was the horse tram, however these were not able to be very large, could only go short distances and subsequently were not widely used. Cable trams were approved for construction by the Colonial government in 1883. The Melbourne Tramways trust was created to build tracks and powerhouses the same year (Yarra Trams nd)

The cable trams were based on the designs by Andrew Hallidie for the San Francisco network, which commenced operation in 1873. Each of the tram sets had two cars; the front car was open and contained the mechanism which would connect the tram to the cable which was below the road surface. The cable moved continuously so the tram driver was required to connect and disconnect from the cable to allow the tram to stop, cross other tram lines and to turn corners (Tram Museum Society of Victoria nd). The trams were able to continue moving for short distances using momentum, without being connected to the cable. Each tram set was able to carry 42 people in the open front car (20 seated and 22 standing) and 56 people in the second car (22 seated and 34 standing). The trams were able to operate to a very high frequency, with trams arriving every two minutes on the busiest lines at peak times (Yarra Trams nd).

To construct infrastructure for the cable trams, the road had to be excavated to a depth of 4 feet (1.2 m) and tunnels were constructed to house the cables running in both directions. The cables consisted of six strands of seven-steel wires with a hemp core (Yarra Trams nd). There were white marble marker stones installed in the roadway at the locations where the tram driver was required to disconnect from the cable in order to go through an intersection of two tram routes or around a corner. The tram would rely on momentum to continue moving before it could safely reconnect to the cable (Tram Museum Society of Victoria nd).

### 3.1.4 Inner Circle Railway

The Inner Circle Railway opened in Melbourne on 8 May 1888 with the aim of transporting passengers from the north of the city, through Carlton and then connecting with other trains at Princes Bridge. The railway line began north of Royal Park Station where it split off from the Coburg line, then continued northeast crossing under The Avenue and Royal Parade. The railway line crossed over Bowen Crescent and Park Street before continuing east along Park Street to Rushall Crescent, North Fitzroy. From here it ran southeast along Merri Creek before joining up with the Alphington and Heidelberg line at Clifton Hill. A line also branched off in a southerly direction, passing through the middle of the Edinburgh Gardens and terminating at the Fitzroy station, located in Queens Parade (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 9).

The infrastructure (platforms, tracks, signal boxes, fences, station buildings, crossings and overhead lines) required for the operation of the Inner Circle Railway was designed by the Victorian Railways drafting office (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 9). Two railway platforms and stations were constructed on Park Street in North Carlton and North Fitzroy and were designed according to the Maldon group design. This design can be seen today at Jewell, Brunswick, Moreland, Coburg and Clifton Hill railway stations (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 11).

The railway tracks and sleepers, signals and lights were built in 1888. Railway crossings were built at Bowen Crescent and at intersections along Park Street including Wilson, Lygon, McIlwraith, Rathdowne, Amess, Nicholson, Rae, Brunswick, Bennett Streets, and St George's Road. The railway crossings were marked out by picket fences. The picket fence and gatepost that formed the Nicholson Street crossing are still present within the Janet Hillman Reserve, adjacent to the Project area. The railway design also included landscaping (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 11).

Steam trains operated on the Inner Circle Railway from 1888 until the 1920s when the railway system was electrified (with the exception of the Fitzroy branch line, which remained un-electrified). Electricity substations were constructed during the changeover, including a large electric substation on the north side of Park Street in 1915. The passenger services between Royal Park and Clifton Hill ceased in 1948, although the Inner Circle Railway was reopened during the Olympic Games in 1956 to transport passengers from Flinders Street to the Carlton football oval (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 11-14).

The tracks and sleepers on the North Carlton section of the Inner Circle Railway were removed in the 1980s when the railway station was converted into a community house and the platform area was landscaped. The existing Canary Island Date Palms were retained. Some of the physical elements of the site were relocated to the Janet Hillman Reserve, located immediately adjacent to the Project area. The Janet Hillman Reserve is located on the site of the previous North Fitzroy Railway Station. Station remains include an elevated area of the former station platform constructed with bluestone and concrete edging, bluestone footings of the station building, a concrete base of the signal mast, and steel power line stanchions (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 16).

The North Carlton Station was converted into a community house between 1982 and 1984. The railway platform and tracks were removed. Remnants of the Inner Circle Railway along Park Street at the intersection of Nicholson Street (within Project area) and other intersections (Wilson Street, McIlwraith Street, Lygon Street, Amess Street, Nicholson Street, Rae Street, Brunswick Street North, St George's Road and Bennett Street) include remnant level crossings, tracks and signage. A shared walking path in the Janet Hillman Reserve was created in 1992-3 (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 17).

## 3.2 Heritage context

### 3.2.1 Previous studies and assessments

Vines (2011a) completed a Melbourne Metropolitan Tramway Study which included the Project area. The study included a thematic history, identification of buildings, structures, moveable objects (including rolling stock) and archives, assessment of significance of places, components and networks and recommendations for statutory protection. The study also included a compilation of surviving heritage places including horse tramways, cable tram engine houses, cable tram car sheds, electric tram depots, waiting shelters, substations, overhead and electricity supply, sidings and track work, bridges, workshops, offices, recreation buildings and accommodation buildings. Vines (2011b: 216) recommended that the Former Nicholson Street Cable Tram Car Shed and Workshop be listed on the Heritage Overlay.

A Conservation Management Plan (Allom Lovell and Associates and John Patrick Pty Ltd 2005) was undertaken for the Inner Circle Railway Linear Park Reserve within the City of Yarra to inform a proposed masterplan. The former Inner Circle Railway crosses the Project area. The report assessed the significance of various components of the former Inner Circle Railway Line as being of primary, contributory or of no significance. The policies outlined in the report (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 54) are to 'provide direction and guidelines for the retention of the heritage values of the place, their conservation and future management'. Allom Lovell and Associates and John Patrick Pty Ltd (2005: 32) described the remnants of the Inner Circle Railway where it crosses Nicholson Street as 'gateposts, and fragments of early fencing remain on both sides of the crossing. Some of the track across Nicholson Street is visible, embedded in the roadway'. Allom Lovell and Associates and John Patrick Pty Ltd (2005: 32) assessed the remnants as being of *primary significance* and the Conservation Management Plan policy as: 'Retain and conserve remaining track, gateposts and fencing. Reconstruct fencing where lacking and where practical given existing conditions'.

Primary significance is defined in the report (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 54) as:

*Places or elements of primary significance are those which contribute in a fundamental way to an understanding of the cultural significance of the buildings and the site, as it exists. They may be predominantly intact in building form and fabric, and/or are particularly demonstrative of the original design or functional concept with regard to form or fabric. Places and elements regarded as being of primary significance would warrant inclusion on a national or state register of places of significance, in addition to local planning scheme protection. As such, they should be retained and, if altered, then it should be done with minimal impact on significant fabric.*

A heritage review for the City of Yarra was prepared by Allom Lovell and Associates (1998a) shortly after the City of Yarra was formed. The review included a thematic history, building citations for buildings outside the proposed Heritage Overlay area, street surveys of the entire municipality except for the former City of Fitzroy (already surveyed), and included heritage precincts, and landscape citations.

A local heritage places review was undertaken for the City of Moreland (Context 2008) to review and assess places of potential heritage significance that were unassessed from previous heritage studies. The study also reviewed previously assessed places. Over 1,900 properties were assessed by the review. In the summary of key findings, the Janet Hillman Reserve (immediately adjacent to the project area) was listed as having potential significance and rated as having 'medium priority' (Context 2008: 39).

A heritage assessment has been undertaken for SP3 and SP4 of the Route 96 Premium Line Project (Andrews 2015). The study area was located on Nicholson Street, south of Alexander Parade and south of the current Project area. The study area included the North Carlton Precinct. Proposed works included the removal of

bluestone kerbing and channels on the edge of Nicholson Street. A series of options to minimise impact to the bluestone pitchers were considered. From a road safety point of view the recommended option was the removal of all existing bluestone pitchers and asphalt road surface being extended to the existing bluestone kerb (Andrews 2015: 25).

**3.2.2 Register results**

A search of the following heritage registers and databases was undertaken on 21 October 2016 and 22 January 2018:

- Victorian Heritage Register (VHR)
- Victorian Heritage Inventory (VHI)
- Heritage Overlay of the Moreland Planning Scheme (MHO)
- Heritage Overlay of the Yarra Planning Scheme (YHO)
- Register of the National Estate (RNE)
- Commonwealth Heritage List (CHL)
- National Heritage List (NHL)
- World Heritage List (WHL)
- National Trust Register (NT)

There are eight heritage places that are within or immediately adjacent to the proposed works for the Project (Table 3.1, Figure 3.1 - Figure 3.3). One heritage place (Former Nicholson Street Cable Tram Car Shed Track H7822-2253) registered on the VHI is located within the Project area. Two heritage precincts overlap with the works areas of SP2: Carlton North Precinct (HO326) and Fitzroy North Precinct (HO327). One heritage place (Janet Hillman Reserve MHO133) is located immediately adjacent to the Project area but one of the Reserve’s elements – remnant railway track from the Inner Circle Railway- extends into the Project area. The Inner Circle Railway is also registered with the National Trust (B5436). The remaining three heritage places Former Nicholson Street Cable Tram Car Shed and Workshop (H7822-2237), 658 Nicholson Street (HO423) and Family Butchers Shop (14943) are located adjacent to the Project area.

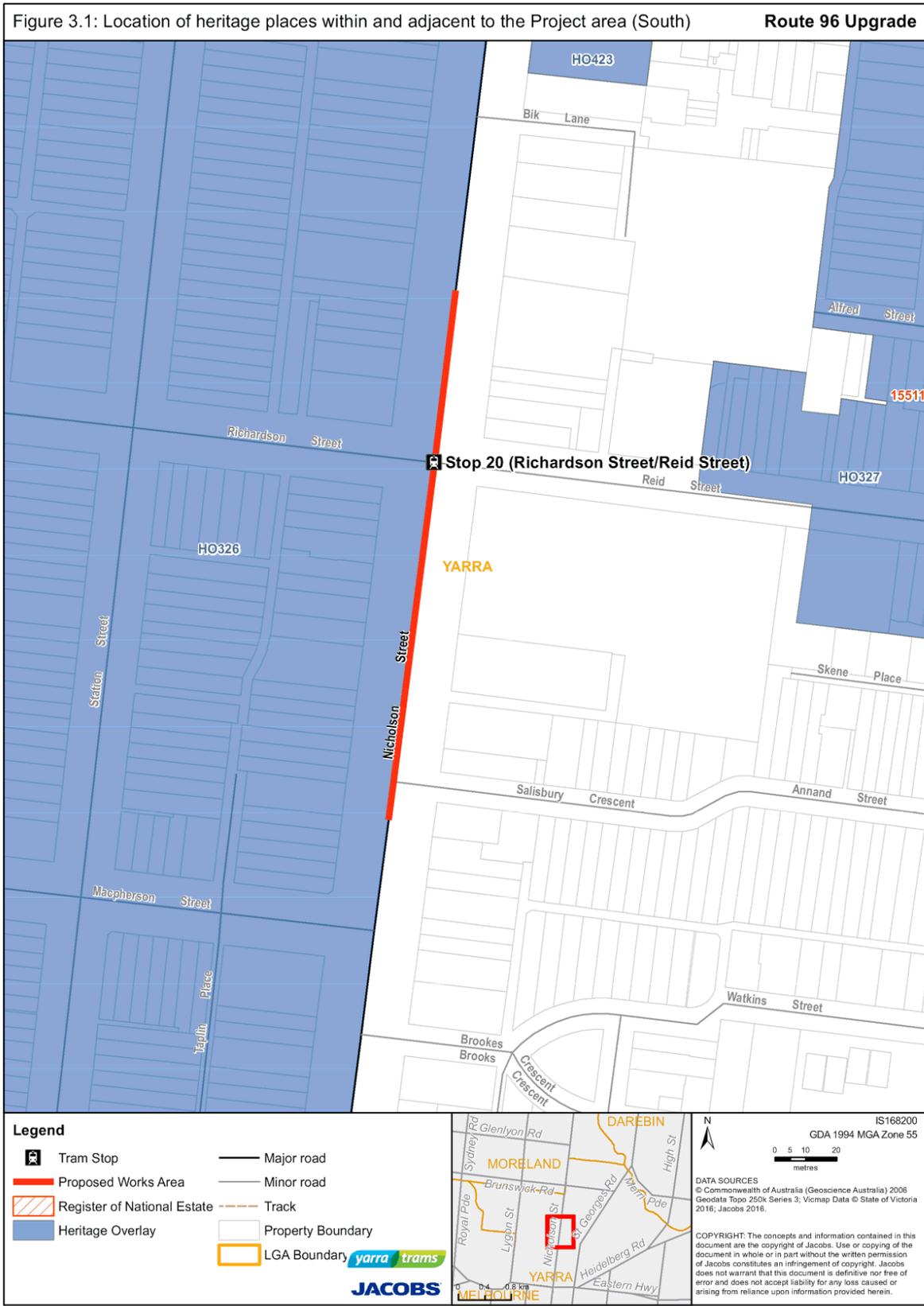
**Table 3.1 : Heritage places within or immediately adjacent to the project area**

Item number	Name	Register	Number	Location	Within/overlapping/ adjacent to project area
1	North Carlton Precinct	YHO	HO326	West of Nicholson Street	Overlapping
2	North Fitzroy Precinct	YHO	HO327	East of Nicholson Street	Overlapping
3	Former Nicholson Street Cable Tram Car Shed Track	VHI	H7822-2253	Nicholson Street, Fitzroy North	Within
4	Former Nicholson Street Cable Tram Car Shed and Workshop	VHI	H7822-2237	734-768 Nicholson Street, Fitzroy North	Immediately adjacent
5	Janet Hillman Reserve	MHO	HO133	Corner of Park Street and Nicholson Street, East Brunswick. Extends west along Park Street.	Immediately adjacent, with one element within
6	658 Nicholson Street (residence)	YHO	HO423	658 Nicholson Street, North Fitzroy	Immediately adjacent
7	Family Butchers Shop	RNE	14943	745 Nicholson Street, Carlton North	Immediately adjacent
8	Inner and Outer Circle Railway	NT	B5436	Parkville	Boundary of this listing is unknown as heritage place is not mapped on register; however, the Inner Circle

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Item number	Name	Register	Number	Location	Within/overlapping/ adjacent to project area
					Railway extends into the project area







## 4. Site inspection

A site inspection of the Project area was undertaken by Karen Murphy and Andrew Wilkinson on 25 October 2016, and on 25 January and 8 February 2018 by Jennifer Chandler. Photographs below were taken by Andrew Wilkinson and Jennifer Chandler. The aim of the site inspection was to understand the nature and location of the proposed activities and to provide information about the potential for impacts of the activities on the heritage values of any heritage places located within the Project area.

### 4.1 Results

#### 4.1.1 Item 1: North Carlton Precinct (HO326)

At Park Street the remnant Inner Circle Railway track extends from the current tram track structure and across in a westerly direction towards the footpath, where it ends (Figure 4.1 - Figure 4.2). This section of track is approximately 12.6 m long. There is a metal and timber paling fence on the footpath (Figure 4.3) and a post located on the western side of Nicholson Street (Figure 4.5). A light post is located on the corner of Nicholson Street and Scotchmer Street (Figure 4.6). On the west side of Nicholson Street there is a pitched bluestone channel, four pitchers wide (Figure 4.7).

Four shop awnings located at 699A, 705, 709 and 711 Nicholson Street were inspected. The awning at 705 Nicholson Street is flat, with a corrugated iron roof and two decorative poles supporting the awning at the front (Figure 4.11). The awning at 709 Nicholson Street is cantilevered, flat and modern in appearance (Figure 4.12). The awning at 699A is cantilevered, flat and modern in appearance (Figure 4.15). The awning at 711 Nicholson Street is also cantilevered, flat and modern in appearance (Figure 4.16).

#### 4.1.2 Item 2: North Fitzroy Precinct (HO327)

A post box is located on the western side of Nicholson Street near the reserve on Park Street (Figure 4.4). On the eastern side of Nicholson Street there is a pitched bluestone channel, two pitchers wide (Figure 4.8).

Two shop awnings located at 700 and 702-704 Nicholson Street were inspected. The awning at 700 Nicholson Street is corrugated iron and curved in shape, with three poles supporting the awning at the front (Figure 4.13). The awning at 702-704 Nicholson Street is cantilevered, flat, modern in appearance and extends over both shop fronts (Figure 4.14).

#### 4.1.3 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

The Fitzroy bus depot is located on the eastern side of Nicholson Street (Figure 4.9). There are tram tracks which extend from the depot into Nicholson Street (Figure 4.10).

#### 4.1.4 Items 5 and 8: Janet Hillman Reserve / Inner Circle Railway

The Inner Circle Railway crosses over the Project area, with the section located west of Nicholson Street falling within the Janet Hillman Reserve and the North Carlton Precinct, and the section located east of Nicholson Street falling within the North Fitzroy Precinct. Features relating to the remnants of the former Inner Circle Railway were noted as described above and relating to remnant tracks (Figure 4.1, Figure 4.2), picket fence and gate post (Figure 4.3, Figure 4.5).



Figure 4.1 : Remnant railway tracks within Nicholson Street, facing east, away from Janet Hillman Reserve.



Figure 4.2 : Section of railway track which ends at the footpath on the western side of Nicholson Street, in Janet Hillman Reserve.



Figure 4.3 : Picket fence and post on Nicholson Street on edge of footpath, in Janet Hillman Reserve, facing northwest.



Figure 4.4 : Post box on Nicholson Street and Park Street intersection, facing east.



Figure 4.5 : Gate post, at edge of Janet Hillman Reserve, facing north.



Figure 4.6 : Light post on Scotchmer Street, facing west.



Figure 4.7 : Bluestone channel on west side of Nicholson Street, facing north.



Figure 4.8 : Bluestone channel on east side of Nicholson Street, facing north.



Figure 4.9 : Site of Former Nicholson Street Cable Tram Car Shed and Workshop, facing east.



Figure 4.10 : Site of Former Nicholson Street Cable Tram Car Shed and Workshop, and Former Nicholson Street Cable Tram Car Shed Track, facing northeast.



Figure 4.11 : The shop awning at 705 Nicholson Street, facing north.



Figure 4.12 : The shop awning at 709 Nicholson Street, facing south.



Figure 4.13 : The shop awning at 700 Nicholson Street, facing south.



Figure 4.14 : The shop awning (white) at 702-704 Nicholson Street, facing south.



Figure 4.15 : The shop awning and OHP at 699A Nicholson Street, facing south.



Figure 4.16 : The shop awning and OHP at 711 Nicholson Street, facing south.

## 5. Cultural heritage significance

### 5.1 Basis for assessment

The concept of cultural heritage significance helps in estimating the value of places. Places which are likely to be significant are those which 'help an understanding of the past or enrich the present, and which will be of value to future generations (Australia ICOMOS 2000). In Australia, the significance of a place is generally assessed according to the following values:

- Aesthetic value
- Historic value
- Scientific value
- Social value

The criteria for the Victorian Heritage Register are listed in Appendix A.

### 5.1 Significance assessment and statements of significance

Statements of significance for each of the four known heritage items have been taken from the relevant register entries and are presented in Table 5.1. When available, detailed significance assessments have also been provided for each place in Appendix A. All of the heritage items are of local significance. The potential impact of the proposed works on the heritage significance of these heritage items is considered in Section 6.

Table 5.1 : Summary heritage significance for heritage items

Name	Statement of significance
North Carlton Precinct (HO326)	<p>The North Carlton Precinct is significant for:</p> <p>its association with Melbourne's early history, as seen in the former Collingwood Stockade quarry reserve sites (such as Curtain Square), and the Penal Station (later the Lee St. Primary School site).</p> <p>as a demonstration, in plan form (south of Fenwick St), of 1869 urban design and the formal aesthetic of colonial urban planning for orderly development and suburban amenity within Melbourne's 5-mile township reserve, with the wide streets and intersections (laid out in a north south grid) providing a superb framework for the ornamental, highly cohesive built form of the precinct, with its intact 19th century terraces, corner shops, hotels, and the plan's provision for public, garden and religious building reserves, all enhanced by the adjoining public landscape of the Melbourne General Cemetery;</p> <p>the association with Clement Hodgkinson, the initiator of the 1869 North Carlton plan, who was head of the Lands and Survey Department and an important figure in the development of Melbourne's inner-urban suburbs, parks, and 19th century infrastructure;</p> <p>the historical importance of the 1876 government subdivision (North of Fenwick St) for its deliberate inclusion of much smaller, affordable allotments in order to capture the rising market of small investors, then aided by Building Society finance. This yielded the rapidly built, dense Boom-era terrace housing, and the later similarly dense attached Edwardian housing. No parks or reserves for religious use were provided;</p> <p>inclusion in this subdivision of larger, 1/2 acre allotments, as elevated sites along the wide streets of Lygon, Drummond and Park Streets. The residual adjacent quarry-damaged areas delayed the sale and development of these allotments such that they became superb sites for large detached inter-war villas;</p> <p>the representation in the subdivisions of the conventions of Victorian and Edwardian life where utilitarian features such as coal sheds, privies, stables/garages, rubbish containers, vehicular entrances or driveways, were concealed off lanes from public view;</p> <p>the early engineering and infrastructure such as the strict grid formation of street, lane and allotment layouts, dressed bluestone kerbs, pitched bluestone guttering, lanes and crossovers, asphalt footpaths and roads, and the presence of formally planted street trees which provided an important setting for a fine collection of residential, community and commercial buildings;</p> <p>the high aesthetic value of the precinct as evident in the continuous rows of similarly designed Victorian and</p>

Name	Statement of significance
	<p>Edwardian-era architecture, the regular street pattern and wide north south streets;</p> <p>the valuable landscape features such as Curtain Square, with its monuments and large trees, views to the Melbourne General Cemetery, the formal 20th century European tree and palm plantations in Drummond, Canning, and Rathdowne Streets, and plane trees planted in Newry and Nicholson Streets, plus important private gardens;</p> <p>as a highly intact example of a residential suburb built substantially between 1868 and c1915, reflecting well the 1880-1891 Boom era and the Federation recovery period of 1900-1915, a fine physical illustration of its major development period, with shops and hotels built on corners to the residential streets, providing Victorian-era, pre motor car convenience within walking distance;</p> <p>as evidence of the effect on development of public transport in the form of cable trams in Nicholson and Rathdowne Streets, and the Inner Circle Railway (1888) that promoted dense, rapid development of the precinct and the distinctive late Victorian commercial shopping strips in these streets;</p> <p>as the largest and most cohesive collection of small Victorian and Edwardian terrace and attached housing forms of any suburb in the State, with many small row houses and pairs sited in the longer, narrower streets of the 1876 northern subdivision;</p> <p>the many examples of grandiose terrace housing, contrasting with the simplicity of the less common early terrace forms;</p> <p>the important landmark buildings and community focal points in the locality that include public buildings such as the Lee St Primary School, 19th century churches and halls, corner shops and hotels, and the 20th century meeting places for immigrants, including Serbian Orthodox, Ukrainian Orthodox Church communities, the 1932-3 Kadimah (former Jewish centre), St. John the Baptist's Greek Orthodox Church, and the more recent Albanian Mosque in Drummond Street; and</p> <p>the individually significant buildings from all eras and well preserved building examples, from pre-World War Two, that express a rich assembly of architectural design within the characteristics of Victorian and Federation era residential styles, some factories and warehouses, Moderne style flats, and large inter-war villas (Victorian Heritage Database 2014a).</p>
<p>North Fitzroy Precinct (HO327)</p>	<p>The Government planned section of Fitzroy North (south of Holden St) is significant for:</p> <p>as a demonstration of the earliest stages in the development of North Fitzroy, commencing with the 1850s Yan Yean tramway and the quarry route of Nicholson St, the establishment of North Fitzroy's first churches and its pre-Boom suburban mixture of small residential and commercial buildings coinciding with provision of horse drawn public transport.;</p> <p>its late 19th century buildings that represent rapid growth and change in the character of the relatively remote suburb to an established residential and business area with a range of commercial and institutional buildings serving the wider population of North Fitzroy;</p> <p>the aesthetic value of its suburban planning, with the combination of curving streets and garden reserves, and the vistas created by the intersections of standard rectilinear subdivision with the strong diagonals formed by St Georges Road and Queens Parade, the exceptionally wide streets and crescents, the triangular garden reserves, and focal views to buildings and parkland. This aesthetic is underscored by the built form seen in the construction of commercial and institutional buildings to the property alignment along a number of streets and on corners;</p> <p>the generous public domain, with street plantings of historic elms and 20th century plane trees,</p> <p>its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing;</p> <p>the range of Victorian and Edwardian-era building form and finish, from the modestly decorated timber cottages and stuccoed Italianate style houses, simply designed corner hotels and shops, to the rich variety of decorative buildings including an extraordinary concentration of decorative bi-chrome and polychrome brickwork and flamboyantly decorated Italianate residential and commercial terraces, banks and hotels, interspersed very occasionally with dominating narrow spire and tower elements of religious, commercial and institutional buildings.</p> <p>as one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development;</p>

Name	Statement of significance
	<p>as essentially a well preserved Boom-era suburb that, despite the abrupt economic collapse of the early 1890s, continued developing during the Great Depression years and into the first decades of the 20th century due to the amenity of its planning, parkland, local schools and shops and extensive public transport. This yielded both the generous frontages and sizes of the post-Depression villa houses and the row house forms and narrow frontages of the Boom era;</p> <p>its traditional Victorian-era residential character, evoked by the formal presentation of the decorated facade to the street with its small ornamental front garden, low front fence, pedestrian gateway and front path, with the functional necessities of delivering coal, removal of nightsoil and occasional stabling provided by the back lanes;</p> <p>landmark buildings and sites that formed key meeting places in the area during the main development era of the 1860s to the 1930s, including religious institutions, schools, monasteries and churches, and the buildings associated with charitable bodies such as the Salvation Army, Church of Christ Bible School, and the temperance movement. Also the former North Fitzroy Police Station, the former Licensed Victualler's School and Asylum site and complexes such as the Old Colonists Homes;</p> <p>the asphalt footpaths, pitched lanes, gutters and lane crossovers and mature street and individual plantings (such as mature elms, planes, palms, and Kurrajongs) that reinforce the unified character of the dense, relatively low-rise residential development;</p> <p>the 19th century landscape of Edinburgh Gardens and its representation of Fitzroy's cultural history in its plantings, memorials, recreation sports club grounds and pavilion buildings, plus the Inner Circle Railway reserve as a cultural landscape strip across the north of the area;</p> <p>the outstanding Victorian and Edwardian-era streetscapes such as those surrounding the Edinburgh Gardens (Alfred Crescent, St Georges Road, Brunswick and Freeman Streets) that include a rich collection of Victorian-era Gothic and Italianate style buildings interspersed with fine buildings from the Edwardian period;</p> <p>the important views and vistas within the area, including those of the Edinburgh Gardens, its mature trees and historic structures, as seen from many parts of the Heritage Overlay Area, and views obtained from Edinburgh Gardens to the many significant buildings at its curtilage and the city skyline, the vista from the elevated position of the Cricket Club grandstand toward the upper facades of buildings in Freeman and Brunswick Streets, and the Brunswick Street vistas (south to the spire of St Patrick's Cathedral, and north to St Luke's spire)</p> <p>the contribution of well-preserved inter-war buildings, particularly the small intact inter-war houses where the building design has adapted to the prevailing built character of the area in siting, scale, decorative quality and stylistic variety (Victorian Heritage Database 2014b).</p>
<p>Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)</p>	<p>The tracks and engine houses of the Melbourne cable tram network were constructed by the Melbourne Tramways Trust (MTT) during 1885-91. It was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway and Omnibus Company which leased the lines from the MTT between 1885 and 1916 and operated the tram services. The precinct in the streets outside the former cable tram sheds has potential to contain significant 19<sup>th</sup> century archaeological remains (such as tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers). They are less likely to be intact for sites where the cable tramway was replaced by an electric tramway because the cable tram infrastructure was unsuitable for electric trams and was generally removed for construction of the electric tracks.</p> <p>The remains in the tram track precinct are highly significant as they display how Melbourne's cable tram system operated (Heritage Victoria site card H7822-2253 2009).</p>
<p>Janet Hillman Reserve and Inner Circle Railway (HO133)</p>	<p>The remains of the Inner Circle Railway Line, including its alignment, the former North Carlton Station, remnants of the North Fitzroy Station, benches, tracks, stanchions, crossings and associated infrastructure, gatekeeper's cottage and significant trees are of metropolitan historic, social and aesthetic significance in respect to the municipalities through which it passes.</p> <p>The Inner Circle Railway Linear Reserve is of historic significance as a remnant of the railway network instigated to connect inner city suburban passengers to the Outer Circle Line which in turn was designed to</p>

Name	Statement of significance
	<p>connect passengers to the Gippsland line (through Caulfield) during the peak of Melbourne's Boom in the 1880s.</p> <p>The Inner Circle Railway Line is of social significance as part of a wider scheme, the Outer Circle Railway, constructed during the Boom period of 'Marvellous Melbourne'. While never providing the financial returns anticipated by its creators, it became a means of transport for generations of residents of Carlton and Fitzroy to the city and outer suburbs of Melbourne, including transport to the Melbourne Cricket Ground, Flinders Street Station and the 1956 Olympic Games. Rather than an efficient passenger service, it became an important goods line which operated until 1981. The Linear Reserve is also of some local social significance as evidenced by community agitation in the 1970s to retain its open spaces for public use. Today it is well-used as a community resource being utilized by local residents as a community garden, walking and cycling paths, and other recreation activities. Sections of introduced native and exotic vegetation provide a level of amenity.</p> <p>Elements of the Inner Circle Railway Linear Reserve are of aesthetic significance, as a collection of remnant railway infrastructure (alignment, benches, tracks, stanchions, crossing gates, gatekeeper's cottage, footings) which clearly demonstrates the presence, and former operation, of the passenger railway from 1888-1948 and the goods line until 1981. The North Carlton Railway Station, one of only a small number of 'Maldon' style station buildings extant in suburban or country Victoria, is of particular individual significance.</p> <p>The Inner Circle Railway Linear Reserve Park and its heritage elements are of significance at the local level (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 50).</p>

## 6. Impact assessment

### 6.1 Proposed works

The Project involves the upgrade of tram stops 20, 21, 22 through the installation of the CIP's at Stops 20 and 21 and a COP at Stop 22 and approximately 650 m of track renewal alignment design.

The following works are proposed for each of the stops:

#### Stop 20 (Richardson Street/Reid Street)

- Road side parking to be removed adjacent to the proposed CIP, seven parking spaces to be removed from the outbound road side (Richardson Street) and eight spaces to be removed from the inbound road side (Reid Street). Existing blue stone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.

#### Stop 21 (Scotchmer Street/Pigdon Street)

- Road side parking to be removed adjacent to the CIP, ten parking spaces to be removed from the outbound road side (Pigdon Street) and ten spaces to be removed from the inbound road side (Scotchmer Street). Existing blue stone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.
- Cutting back/removal of shop awnings is proposed due to clearance requirements of anything within 600 mm of the 2.8 m wide kerbside lane for safety reasons. Shop awnings at 700, 702-704, 705 and 709 Nicholson Street are within the clearance distance and either have to be removed or cut back. In order to minimise impacts it is proposed to cut back the modern cantilevered awnings at 702-704 and 705 Nicholson Street from the front of the awning. The shop awnings at 700 and 709 Nicholson Street are supported by poles. In this instance, it is proposed that part of the awning from the back (closest to the building) will be removed, while keeping the front of the awning intact, and the supporting poles will be reinstated into the pavement.
- Removal and installation of overhead poles (OHP) is proposed due to clearance requirements of anything within 600 mm of the 2.8 m wide kerbside lane for safety reasons. Shop awnings at 711 and 699A Nicholson Street require the OHPs to pass through the shop awnings approximately 300 mm from the front of the awnings. It is not possible to locate the OHPs closer to the road due to clearance requirements.

#### Stop 22 (Brunswick Road/ Holden Street)

- Road side parking to be removed adjacent to the 66 m long COP, six parking spaces to be removed from the outbound road side (Brunswick Road) and four spaces to be removed from the inbound road side (Holden Street). Existing blue stone pitchers will need to be removed and the asphalt road service extended to the invert of kerb as specified on the design drawings to provide a suitable road surface for trafficable road lanes.

The excavation across the site will be to a depth of 0.5 m, except the areas where local services works require deeper excavation, and will extend approximately 650 m along Nicholson Street in three sections. The width of the excavation will vary from 5.8 m width (along the standard straight track) to 10 m wide at the location of the new stops.

### 6.2 Potential impacts

#### 6.2.1 Item 1: North Carlton Precinct (HO326)

The proposed works will impact on the bluestone kerbing and guttering on Nicholson Street within the North Carlton Precinct. The bluestone kerbing and guttering contributes to the aesthetic values of the precinct. Other

contributing features include the asphalt footpaths, pitched lanes, lane crossovers, back lanes and the architecture within the precinct. Currently there is a pitched bluestone channel four pitchers wide on the western side of Nicholson Street. The proposed works require the retention of the bluestone kerbs through the Project area, but change to the bluestone pitchers in the gutters and road surface would be required.

Due to the existing width of the road reserve in Nicholson Street and minimum clearance requirements for trams and Disability Discrimination Act (DDA) accessibility on the tram platform, it is not possible to accommodate the minimum 2.8 m trafficable lane widths without impacting on the bluestone pitchers. The existing pitchers are not an appropriate trafficable surface, due to their uneven surface, for the carrying capacity and speed of Nicholson Street which is an arterial road managed by VicRoads. Therefore, the design being proposed is to remove all bluestone pitchers for a length of approximately 100 m (west) and 70 m (east) alongside Stop 20, for a length of approximately 90 m (west) and 60 m (east) alongside Stop 21 and for approximately 105 m (west) alongside Stop 22 to enable construction of 2.8 m wide trafficable lanes on both sides of the road.

There is a post box located on the corner of the intersection of Park Street and Nicholson Street. Although the proposed works are restricted to the edge of the footpath, the post box may be subject to indirect impacts through use of machinery in the area.

The proposed works will impact on four shop awnings on the western side of Nicholson Street. Elements which contribute to the heritage significance of the North Carlton and North Fitzroy Precincts include attached Victorian-era and Edwardian-era mainly two-storey shop and residence rows in the major north-south street, having typically post-supported, mainly Corporation Style iron street verandahs. The row of shops impacted by the proposed works is significant as a major shopping centre of grand shop rows, extending from Macpherson Street (south of the Project area) to Park Street (in the northern section of the Project area), which were built along the cable tram route.

The cutting back of the front of the modern awning at 705 Nicholson Street and removal of part of the rear of the awning at 709 Nicholson Street will not affect the significance of North Carlton Precinct as while physical change to the awnings/verandahs will occur, the modified forms would only have negligible impact to:

- the high aesthetic value of the precinct as evident in the continuous rows of similarly designed Victorian and Edwardian-era architecture, the regular street pattern and wide north south streets; and
- as evidence of the effect on development of public transport in the form of cable trams in Nicholson and Rathdowne Streets, and the Inner Circle Railway (1888) that promoted dense, rapid development of the precinct and the distinctive late Victorian commercial shopping strips in these streets.

The proposed installations of two OHPs at 699A and 711 Nicholson Street will pierce the awnings approximately 300 mm from the front of the awnings. The OHPs will not provide any structural capacity to the awnings. During construction a 250 mm diameter hole will be cut into the shop awnings. Once the OHPs have been placed through the holes in the awnings, flashing will be added around the outside of the OHPs to protect the awnings from water seepage. The process will not impact on any other part of the awnings apart from the area where the holes are located. The physical impact to the buildings is minimal and will not impact on the significance of the North Carlton Precinct.

The proposed works will impact on the remnants of the Inner Circle Railway line which is a component of the North Carlton Precinct. Further discussion of the Inner Circle Railway line can be found in Section 6.2.2.

#### 6.2.2 Item 2: North Fitzroy Precinct (HO327)

The proposed works will impact on the bluestone kerbing and channel on the eastern side of Nicholson Street within the North Fitzroy Precinct. The bluestone kerbing and guttering contributes to the Victorian and Edwardian aesthetic values of the precinct. Other contributing features include the asphalt footpaths, pitched lanes, lane crossovers, the back lanes and the architecture within the precinct. Currently there are areas with two courses of bluestone pitchers on the east side of Nicholson Street. The proposed works require the retention of the bluestone kerbs through the Project area, but change to the bluestone pitchers in the gutters and road surface would be required.

Due to the existing width of the road reserve in Nicholson Street and minimum clearance requirements for trams and Disability Discrimination Act (DDA) accessibility on the tram platform, it is not possible to accommodate the minimum 2.8 m trafficable lane widths without impacting on the bluestone pavers. The existing pavers are not an appropriate trafficable surface, due to their uneven surface, for the carrying capacity and speed of Nicholson Street which is an arterial road managed by VicRoads. Therefore, the design being proposed is to remove all bluestone pavers for a length of approximately 100 m (west) and 70 m (east) alongside Stop 20, for a length of approximately 90 m (west) and 60 m (east) alongside Stop 21 and for approximately 105 m (west) alongside Stop 22 to enable construction of 2.8 m wide trafficable lanes on both sides of the road.

The proposed works will impact on two shop awnings on the eastern side of Nicholson Street. Elements which contribute to the heritage significance of the North Fitzroy Precinct include attached Victorian-era and Edwardian-era shops and residences above, with post-supported, street verandahs.

The cutting back of the front of the modern awning at 702-704 Nicholson Street and removal of part of the rear of the awning at 700 Nicholson Street will not affect the significance of North Fitzroy Precinct as while physical change to the awnings/verandahs will occur, the modified forms would only have negligible impact to:

- its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing; and
- as one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development.

The proposed works will impact on the remnants of the Inner Circle Railway line which is a component of the North Fitzroy Precinct. Further discussion of the Inner Circle Railway line can be found in Section 6.2.2.

#### **6.2.1 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)**

The northern section of Stop 21 proposed works will impact on the Former Nicholson Street Cable Tram Car Shed Track which is located on Nicholson Street. The proposed works include excavation at the site to a depth of 0.5 m and a width of 5.8 m width.

The Former Nicholson Street Cable Tram Car Shed Track will be directly impacted by the proposed works. The full extent of the remains of the cable tram network is unclear from the information available, however the remains may include tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers. Archaeological monitoring during the works within the extent of the VHI site boundary is required to identify and record any archaeological artefacts present in the area related to the cable tram infrastructure.

#### **6.2.2 Items 5 and 8: Janet Hillman Reserve (HO133) and Inner Circle Railway (NT)**

The proposed works will impact on the remnant section of railway track which is related to the Inner Circle Railway. The existing section of railway track extends from the Janet Hillman Reserve into Nicholson Street and is approximately 12.6 m long. A 3.1 m section of the railway track from the middle of Nicholson Street will be required to be cut out of the road to allow for widening of the tram tracks, which will leave a section of track approximately 9.5 m in length. The section of track can be removed without damaging the remainder of track which will stay in the road. As new tram tracks for the Project are required to be constructed in this area it is not possible to retain the 3.1 m section of rail track, due to engineering constraints.

As the proposed works extend only to the edge of the footpath it is unlikely that the picket fence and gate posts situated within Janet Hillman Reserve will be impacted directly, although these items may be indirectly impacted through the use of machinery in the area.

The Conservation Management Plan (Allom Lovell and Associates and John Patrick Pty Ltd 2005) for the Inner Circle Railway outlines policies for the management of remnant features of this heritage item. The Inner Circle Railway line was assessed as being of *primary significance* and recommendations were to: *Retain and conserve remaining track, gateposts and fencing. Reconstruct fencing where lacking and where practical given existing conditions.*

**6.2.3 Heritage places not impacted by the proposed works**

The following heritage items will not be impacted by the proposed works as the Project area is constrained within the Nicholson Street road reserve:

- Item 4 – Former Nicholson Street Cable Tram Car Shed and Workshop – 734-768 Nicholson Street, Fitzroy North
- Item 6 – 658 Nicholson Street, North Fitzroy
- Item 7 – Family Butchers Shop – 745 Nicholson Street, Carlton North

## 7. Mitigation and management measures

### 7.1 Site-specific measures

#### 7.1.1 Items 1 and 2: North Carlton and North Fitzroy Precinct (HO326 and HO327)

The works are within the North Fitzroy Precinct and North Carlton Precinct and will impact on several elements as outlined below.

##### 7.1.1.1 Bluestone pitchers

A heritage assessment (Andrews 2015) for another section of the Route 96 Project considered options to minimise impact on bluestone pitchers in Nicholson Street. The assessment determined that there is no prudent or feasible alternative to their removal, despite some impact on contributory heritage elements of the heritage precincts. The substantial elements of the significant Victorian and Edwardian setting of the precincts (including the layout of the streets and the substantial sections of residential, commercial and institutional buildings) would be retained. The existing bluestone kerb would not be removed, retaining some visual representation of the original bluestone kerbing and guttering in the streetscape of the precincts.

Prior to the removal of the bluestone pitchers an archival photographic record of the bluestone kerbing and guttering would be prepared to document the extent and locations of the original bluestone. This would be undertaken in accordance with Heritage Victoria's *Technical Note: Photographic Recording for Heritage Places and Objects*.

##### 7.1.1.2 Post box

A post box is located on the Nicholson Street and Park Street intersection and may be subject to indirect impacts. The post box should be protected from indirect impacts from machinery through the implementation of temporary fencing.

##### 7.1.1.3 Shop awnings

The proposed construction method of cutting back shop awnings at 700, 702-704, 705 and 709 Nicholson Street must be undertaken in a manner that will have minimal impact upon the fabric of the building. If it is not possible to reinstate the existing poles at 709 Nicholson Street, due to their age and condition, new poles of a similar design and materials should be used.

The proposed construction method of cutting a 250 mm hole into the shop awnings of the properties located at 699A and 711 Nicholson Street must be undertaken in a manner that will have minimal physical impact upon the fabric of the building.

#### 7.1.2 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

The proposed works are within the VHI site, therefore a consent from HV will be required. Monitoring by an appropriately qualified historical archaeologist must occur while the initial excavation works which may reveal the remains of the cable tram network within the VHI boundary take place. Additional management measures may be required by HV, which will be outlined on the consent when it is issued.

#### 7.1.3 Items 5 and 8: Janet Hillman Reserve and Inner Circle Railway (HO133 and NT)

The Janet Hillman Reserve is immediately adjacent to the Project area and the Inner Circle Railway dissects the Project area. Therefore, prior to the removal of the Inner Circle Railway tracks an archival photographic record of the tracks would be prepared to document the extent and locations of the original tracks. This would be undertaken in accordance with Heritage Victoria's *Technical Note: Photographic Recording for Heritage Places and Objects*. Upon agreement the track section that is removed may be retained and incorporated into an interpretive display.

Other remnants of the Inner Circle Railway which are located adjacent to the Project area, such as the picket fencing and gateposts, should be protected from indirect impacts from machinery through the implementation of temporary fencing.

## 7.2 General measures

### 7.2.1 Unexpected discoveries of historical heritage

All historical archaeological sites in Victoria older than 75 years are protected by the Heritage Act, whether they are recorded on the VHI or not. It is an offence to knowingly or negligently deface, damage, or otherwise interfere with an archaeological site without obtaining the appropriate consent from the Executive Director of HV.

Under Section 127 of the Heritage Act, if an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to HV. If any unexpected archaeological sites are uncovered during construction works, the following procedure must be followed by Yarra Trams and/or their contractors:

#### **STOP**

- Stop any activity which may impact on the discovery
- Ensure that other people working in the area are aware of it and have also stopped work in the area
- Protect the artefacts or site by erecting temporary fencing or other suitable barrier

#### **ADVISE**

- A supervisor or the cultural heritage consultant must be consulted if they are on site
- Supervisors are to contact Yarra Trams to advise of the discovery
- Supervisors are to advise HV where the discovery was made and provide a description or photograph of the discovery

#### **MANAGE**

- HV, the onsite heritage consultant or supervisor will advise on how to manage the discovery
- Management of the discovery may involve protection, recovery, recording or removal of the artefacts or features and is likely to require Consent to Damage from HV.

### 7.2.2 Heritage induction training

Historical heritage awareness training should be completed as part of the site induction for Yarra Trams personnel and/or contractors prior to the commencement of construction works to ensure understanding of potential heritage items that may be impacted during the project, and the procedure required to be undertaken in the event of discovery of historical heritage material, features or deposits, or the discovery of human remains.

## 8. Approvals requirements

### 8.1 Items 1 and 2: North Carlton and North Fitzroy Precinct (HO326 and HO327)

The works are within the North Carlton Precinct (HO326) and North Fitzroy Precinct (HO327) which are listed in the Heritage Overlays of the City of Moreland and City of Yarra planning schemes; however the *Tramway Infrastructure Upgrades Incorporated Document (2017)* outlines exemptions from planning scheme requirements which relate to the Route 96 – SP2 proposed works. The exemption is subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland and City of Yarra to meet the requirements of this condition.

### 8.2 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

Under section 124 of the Heritage Act, consent is required from the Executive Director of Heritage Victoria for works or activities, including excavation, in relation to a site listed on the VHI.

The application for consent is to be made to the Executive Director of Heritage Victoria and accompanied by the prescribed fee (currently up to \$2,844) and this report.

A consent may be issued with terms and conditions such as the following:

- a) That the activity authorised by the consent be supervised by a person with appropriate professional qualifications and experience as specified in the consent; and
- b) That archaeological artefacts found in the course of the activity authorised by the consent are to be conserved and curated in a way specified in the consent; and
- c) Any other terms and conditions that the Executive Director thinks fit.

The terms and conditions contained in the consent must be complied with. This heritage impact assessment report should be submitted as part of the consent application.

### 8.3 Items 5 and 8: Janet Hillman Reserve (HO133) and Inner Circle Railway (NT)

The works are within the Janet Hillman Reserve (HO133) which is listed in the Heritage Overlay of the City of Moreland planning scheme; however the *Tramway Infrastructure Upgrades Incorporated Document (2017)* outlines exemptions from planning scheme requirements which relate to the Route 96 – SP2 proposed works. The exemption is subject to the condition that a statement describing any impacts of the development on the significance of the heritage place is submitted to the responsible authority. This heritage impact assessment report, along with the proposed design drawings, should be submitted to City of Moreland to meet the requirements of this condition.

## 9. References

- Allom Lovell and Associates 1998a *City of Yarra Heritage Review, Volume 1, Thematic History*. Report prepared for City of Yarra, Allom Lovell and Associates, Melbourne.
- Allom Lovell and Associates 1998b *City of Yarra Heritage Review, Volume 3, Heritage Precincts*. A report for City of Yarra.
- Allom Lovell and Associates and John Patrick Pty Ltd 2005 *Inner Circle Railway Linear Park Reserve: Park Street, North Carlton and North Fitzroy. Conservation Management Plan*. A report to City of Yarra.
- Andrews, R. 2015 *Route 96 - SP3 and SP4. Heritage Impact Assessment*. A report to Yarra Trams.
- Australia ICOMOS 2000 *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* 1999. Burwood, Victoria: Australia ICOMOS Incorporated.
- Context 2008 *Moreland Local Heritage Places Review*. A Report to City of Moreland.
- Jacob Lewis Vines and Fitzroy Planning Office 1978 *North Fitzroy Conservation Study*. A report commissioned by the Historic Buildings Preservation Council and the Australian Heritage Commission for the Fitzroy City Council.
- Tram Museum Society of Victoria nd *Cable Trams of Melbourne and Sydney - Historical Highlights Pt. 1*. Retrieved 23 June 2014 from [http://www.tramway.org.au/reflections.php?p=cable\\_pt\\_1](http://www.tramway.org.au/reflections.php?p=cable_pt_1).
- Victoria State Government 2017 *Tramway Infrastructure Upgrades, incorporated document pursuant to section 6(2)(j) of the Planning and Environment Act 1987*.
- Victorian Heritage Database 2014a *North Carlton Precinct*. Retrieved 21 October 2016 from <http://vhd.heritagecouncil.vic.gov.au/places/73442>.
- Victorian Heritage Database 2014b *North Fitzroy Precinct*. Retrieved from <http://vhd.heritagecouncil.vic.gov.au/places/73443>.
- Vines, G. 2011a *Melbourne Metropolitan Tramway Heritage Study*, . Report for Heritage Victoria, Biosis Research, Melbourne.
- Vines, G. 2011b *Melbourne Metropolitan Tramway Study. List of Surviving Heritage Places*. A report for Heritage Victoria.
- Yarra Trams nd *Trams in Melbourne*. Retrieved 23 June 2014 from <http://www.yarratrams.com.au/about-us/our-history/trams-in-melbourne/>.

## Appendix A. Criteria for heritage significance

### A.1 Criteria for the Victorian Heritage Register

Places with outstanding heritage values, and of a type or class of place or associated with an event, a movement, person or group that is of particular importance to the State of Victoria may be entered on the Victorian Heritage Register. Under the *Heritage Act 1995* a place is assessed by the following criteria:

- Criterion A - Importance to the course, or pattern, of Victoria's cultural history
- Criterion B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history
- Criterion C - Potential to yield information that will contribute to an understanding of Victoria's cultural history
- Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects
- Criterion E - Importance in exhibiting particular aesthetic characteristics
- Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period
- Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions
- Criterion H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history

## Appendix B. Significance assessment and statements of significance

### B.1 North Carlton Precinct

#### B.1.1 Description

The North Carlton Precinct is a grid of spacious streets with provision for public and religious buildings and public gardens reserves. The area has intact decorative one and two storey 19th and early 20th century terrace housing, decorative front fences, small corner shops and hotels. There are also small Victorian and Edwardian terrace and attached housing forms. The area displays engineering and infrastructure with grid formation of street, lane and allotment layouts. The streets have dressed bluestone kerbs, pitched bluestone guttering, lanes and crossovers, asphalt footpaths and roads, and mature exotic street trees. The area displays picturesqueness in the Italianate style with decorative cement mouldings, coloured brickwork and parapets, portico and recessed verandah elements and details or the Edwardian preference for prominent asymmetrical hipped or gabled roofs with tall chimneys, terra cotta and timber decoration, and elaborate gable ends, verandah posts and friezes. The North Carlton Precinct has a skyline of decorative parapets, entablatures, curved wing walls, chimneys and complex hipped and gabled rooflines. The northern section of the Precinct has late Victorian and Post Federation detached villas, The Precinct also has small factories and warehouses.

Public transport within the North Carlton Precinct was at first a horse-drawn omnibus service along Nicholson St to the city, which stimulated development in Canning and Station Streets where standard pattern terrace housing predominated. With population growth came the first government primary school (opening 1873, later replaced by the Lee St Primary School, 1878), shops, shop rows, and corner hotels.

The 1883 announcement of Rathdowne and Nicholson Streets as future cable tram routes meant an explosion of dense residential development of terrace housing in almost every street north to Park Street. In 1887-8 new cable tram and Inner Circle Railway services gave this area perhaps the best access to public transport of any Victorian-era inner Melbourne suburb: rows of shops and residences were built along the tram routes. At the cable tram terminus in Nicholson St, adjoining the North Fitzroy Inner Circle Railway station, a major shopping centre developed with grand shop rows, extending from Macpherson to Park Streets. Then at the fringe of suburbia, northern sections of Canning and Drummond Streets were popular for larger, detached late Victorian houses that might have been served by private transport in the form of stabling. The Inner Circle passenger train link to the Melbourne (Princes Bridge) was completed in 1901 and operated until 1948 which explains the popularity of North Carlton in the Edwardian and Interwar eras (Victorian Heritage Database 2014a).

#### B.1.2 Curtilage information

As shown in Figure 3.3.

#### B.1.3 Significance assessment

The below significance assessment was reproduced from the VHD.

Table B.1 : Significance of North Carlton Precinct

Criterion	Heritage assessment
A - Importance to the course or pattern of Victoria's cultural history	Meets this criterion (see statement of significance below).
B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Does not meet this criterion.

Criterion	Heritage assessment
C - Potential to yield information that will contribute to an understanding of Victoria's cultural history	Does not meet this criterion.
D - Importance in demonstrating the principal characteristics of a class of cultural places or objects	Does not meet this criterion.
E - Importance in exhibiting particular aesthetic characteristics	Meets this criterion (see statement of significance below).
F - Importance in demonstrating a high degree of creative or technical achievement at a particular period	Does not meet this criterion.
G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	Meets this criterion (see statement of significance below).
H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history	Does not meet this criterion.

**B.1.4 Statement of significance**

The North Carlton Precinct is significant for:

- its association with Melbourne's early history, as seen in the former Collingwood Stockade quarry reserve sites (such as Curtain Square), and the Penal Station (later the Lee St. Primary School site).
- as a demonstration, in plan form (south of Fenwick St), of 1869 urban design and the formal aesthetic of colonial urban planning for orderly development and suburban amenity within Melbourne's 5-mile township reserve, with the wide streets and intersections (laid out in a north south grid) providing a superb framework for the ornamental, highly cohesive built form of the precinct, with its intact 19th century terraces, corner shops, hotels, and the plan's provision for public, garden and religious building reserves, all enhanced by the adjoining public landscape of the Melbourne General Cemetery;
- the association with Clement Hodgkinson, the initiator of the 1869 North Carlton plan, who was head of the Lands and Survey Department and an important figure in the development of Melbourne's inner-urban suburbs, parks, and 19th century infrastructure;
- the historical importance of the 1876 government subdivision (North of Fenwick St) for its deliberate inclusion of much smaller, affordable allotments in order to capture the rising market of small investors, then aided by Building Society finance. This yielded the rapidly built, dense Boom-era terrace housing, and the later similarly dense attached Edwardian housing. No parks or reserves for religious use were provided;
- inclusion in this subdivision of larger, 1/2 acre allotments, as elevated sites along the wide streets of Lygon, Drummond and Park Streets. The residual adjacent quarry-damaged areas delayed the sale and development of these allotments such that they became superb sites for large detached inter-war villas;

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- the representation in the subdivisions of the conventions of Victorian and Edwardian life where utilitarian features such as coal sheds, privies, stables/garages, rubbish containers, vehicular entrances or driveways, were concealed off lanes from public view;
- the early engineering and infrastructure such as the strict grid formation of street, lane and allotment layouts, dressed bluestone kerbs, pitched bluestone guttering, lanes and crossovers, asphalt footpaths and roads, and the presence of formally planted street trees which provided an important setting for a fine collection of residential, community and commercial buildings;
- the high aesthetic value of the precinct as evident in the continuous rows of similarly designed Victorian and Edwardian-era architecture, the regular street pattern and wide north south streets;
- the valuable landscape features such as Curtain Square, with its monuments and large trees, views to the Melbourne General Cemetery, the formal 20th century European tree and palm plantations in Drummond, Canning, and Rathdowne Streets, and plane trees planted in Newry and Nicholson Streets, plus important private gardens;
- as a highly intact example of a residential suburb built substantially between 1868 and c1915, reflecting well the 1880-1891 Boom era and the Federation recovery period of 1900-1915, a fine physical illustration of its major development period, with shops and hotels built on corners to the residential streets, providing Victorian-era, pre motor car convenience within walking distance;
- as evidence of the effect on development of public transport in the form of cable trams in Nicholson and Rathdowne Streets, and the Inner Circle Railway (1888) that promoted dense, rapid development of the precinct and the distinctive late Victorian commercial shopping strips in these streets;
- as the largest and most cohesive collection of small Victorian and Edwardian terrace and attached housing forms of any suburb in the State, with many small row houses and pairs sited in the longer, narrower streets of the 1876 northern subdivision;
- the many examples of grandiose terrace housing, contrasting with the simplicity of the less common early terrace forms;
- the important landmark buildings and community focal points in the locality that include public buildings such as the Lee St Primary School, 19th century churches and halls, corner shops and hotels, and the 20<sup>th</sup> century meeting places for immigrants, including Serbian Orthodox, Ukrainian Orthodox Church communities, the 1932-3 Kadimah (former Jewish centre), St. John the Baptist's Greek Orthodox Church, and the more recent Albanian Mosque in Drummond Street; and
- the individually significant buildings from all eras and well preserved building examples, from pre-World War Two, that express a rich assembly of architectural design within the characteristics of Victorian and Federation era residential styles, some factories and warehouses, Moderne style flats, and large inter-war villas (Victorian Heritage Database 2014a).

## **B.2 Item 2: Fitzroy North Precinct (HO327)**

### **B.2.1 Description**

The main development period evident in the heritage overlay south of Holden Street is that of the Victorian era with a substantial contribution from the Edwardian-period. There is also a contribution from some well-preserved inter-war buildings and individually significant places of all eras.

When cable tram routes along Queen's Parade, Nicholson Street and St. Georges Road commenced construction in 1883, North Fitzroy landowners began subdividing their allotments. On the Nicholson Street tram route, owners of the 1850s stone quarries and the 1839 farm allotments north of Holden St, followed suit.

When tram services began in 1887 many new houses were ready for sale or under construction. North Fitzroy emerged as a late-Victorian commuter suburb with local shopping strips along the cable tram routes, the commercial strip of St Georges Road extending east and west along Scotchmer Street. Convenience shops were built on pedestrian street corners as households multiplied. The Inner Circle Railway running via Royal Park, North Carlton, Nicholson St, and Clifton Hill was completed in 1888 with a spur line dividing the Edinburgh Gardens into two, and terminating at the 'Fitzroy' station, Queen's Parade. A new rail link direct to the city (the Clifton Hill to Princes Bridge line) opened in 1901 (85) and saw Edwardian buildings filling out the suburban streets east of St. Georges Road and the revitalising of the main shopping strips. Public transport continued to support North Fitzroy as a commuter suburb during the 1920s with the opening of Rushall railway station and the electrification and extension of the St Georges Rd and Nicholson St tramways.

North Fitzroy's suburban development, especially east of St George's Road to Rushall Crescent, was far from complete when the Boom collapsed in 1893. However its good access to public transport led to a rapid recovery. A number of small factories were built in or near the 19th century commercial strip of Scotchmer Street, the best architectural examples being of the late 1930s (Victorian Heritage Database 2014b).

### B.2.2 Curtilage information

As shown in Figure 3.3.

### B.2.3 Significance assessment

The below significance assessment was reproduced from the VHD.

Table B.2 : Significance assessment for Fitzroy North Precinct

Criterion	Heritage assessment
A - Importance to the course or pattern of Victoria's cultural history	Meets this criterion (see statement of significance below).
B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Does not meet this criterion.
C - Potential to yield information that will contribute to an understanding of Victoria's cultural history	Does not meet this criterion.
D - Importance in demonstrating the principal characteristics of a class of cultural places or objects	Does not meet this criterion.
E - Importance in exhibiting particular aesthetic characteristics	Meets this criterion (see statement of significance below).
F - Importance in demonstrating a high degree of creative or technical achievement at a particular period	Does not meet this criterion.
G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	Does not meet this criterion.
H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history	Does not meet this criterion.

### B.2.4 Statement of significance

The Government planned section of Fitzroy North (south of Holden St) is significant for:

- as a demonstration of the earliest stages in the development of North Fitzroy, commencing with the 1850s Yan Yean tramway and the quarry route of Nicholson St, the establishment of North Fitzroy's first churches and its pre-Boom suburban mixture of small residential and commercial buildings coinciding with provision of horse drawn public transport.;

- its late 19th century buildings that represent rapid growth and change in the character of the relatively remote suburb to an established residential and business area with a range of commercial and institutional buildings serving the wider population of North Fitzroy;
- the aesthetic value of its suburban planning, with the combination of curving streets and garden reserves, and the vistas created by the intersections of standard rectilinear subdivision with the strong diagonals formed by St Georges Road and Queens Parade, the exceptionally wide streets and crescents, the triangular garden reserves, and focal views to buildings and parkland. This aesthetic is underscored by the built form seen in the construction of commercial and institutional buildings to the property alignment along a number of streets and on corners;
- the generous public domain, with street plantings of historic elms and 20th century plane trees,
- its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing;
- the range of Victorian and Edwardian-era building form and finish, from the modestly decorated timber cottages and stuccoed Italianate style houses, simply designed corner hotels and shops, to the rich variety of decorative buildings including an extraordinary concentration of decorative bi-chrome and polychrome brickwork and flamboyantly decorated Italianate residential and commercial terraces, banks and hotels, interspersed very occasionally with dominating narrow spire and tower elements of religious, commercial and institutional buildings.
- as one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development;
- as essentially a well preserved Boom-era suburb that, despite the abrupt economic collapse of the early 1890s, continued developing during the Great Depression years and into the first decades of the 20th century due to the amenity of its planning, parkland, local schools and shops and extensive public transport. This yielded both the generous frontages and sizes of the post-Depression villa houses and the row house forms and narrow frontages of the Boom era;
- its traditional Victorian-era residential character, evoked by the formal presentation of the decorated facade to the street with its small ornamental front garden, low front fence, pedestrian gateway and front path, with the functional necessities of delivering coal, removal of nightsoil and occasional stabling provided by the back lanes;
- landmark buildings and sites that formed key meeting places in the area during the main development era of the 1860s to the 1930s, including religious institutions, schools, monasteries and churches, and the buildings associated with charitable bodies such as the Salvation Army, Church of Christ Bible School, and the temperance movement. Also the former North Fitzroy Police Station, the former Licensed Victualler's School and Asylum site and complexes such as the Old Colonists Homes;
- the asphalt footpaths, pitched lanes, gutters and lane crossovers and mature street and individual plantings (such as mature elms, planes, palms, and Kurrajongs) that reinforce the unified character of the dense, relatively low-rise residential development;
- the 19th century landscape of Edinburgh Gardens and its representation of Fitzroy's cultural history in its plantings, memorials, recreation sports club grounds and pavilion buildings, plus the Inner Circle Railway reserve as a cultural landscape strip across the north of the area;
- the outstanding Victorian and Edwardian-era streetscapes such as those surrounding the Edinburgh Gardens (Alfred Crescent, St Georges Road, Brunswick and Freeman Streets) that include a rich collection of Victorian-era Gothic and Italianate style buildings interspersed with fine buildings from the Edwardian period;
- the important views and vistas within the area, including those of the Edinburgh Gardens, its mature trees and historic structures, as seen from many parts of the Heritage Overlay Area, and views obtained from Edinburgh Gardens to the many significant buildings at its curtilage and the city skyline, the vista from the elevated position of the Cricket Club grandstand toward the upper facades of buildings in Freeman and Brunswick Streets, and the Brunswick Street vistas (south to the spire of St Patrick's Cathedral, and north to St Luke's spire)

- the contribution of well-preserved inter-war buildings, particularly the small intact inter-war houses where the building design has adapted to the prevailing built character of the area in siting, scale, decorative quality and stylistic variety (Victorian Heritage Database 2014b).

### B.3 Item 3: Former Nicholson Street Cable Tram Car Shed Track (H7822-2253)

#### B.3.1 Description

The Former Nicholson Street Cable Tram Car Shed and Workshop was converted to a central bus depot and workshop in 1929. In 1935 the site was the Melbourne and Metropolitan Tramways Board's main bus depot and maintenance workshop. The depot provided facilities such as servicing and refuelling. Offices and amenities were built in a modernist style at the site (Vines 2011a: 95). The North Fitzroy tram and bus depot opened at the site in 1955 following the reintroduction of trams in Bourke St after conversion of these routes from cable tram. The depot serviced the 96 route but ceased operation in 1993 when the South Melbourne depot took over route 96. For around 13 years the depot was used to store privately owned trams, until 2009 when the trams were relocated. The depot is currently used to house City Circle W-Class trams (Vines 2011b: 12).

#### B.3.2 Curtilage information

As shown in Figure 3.3.

#### B.3.3 Significance assessment

The below significance assessment was reproduced from the Heritage Victoria site card.

Table B.3 : Significance assessment for Former Nicholson Street Cable Tram Car Shed Track

Criterion	Local level
Archaeological significance – A measure of the context, content, integrity, representativeness and research potential of an archaeological site	There is potential for archaeological remains that will yield information about the operation of Melbourne's cable tram system
Aesthetic significance – A consideration of form, scale, colour, texture and material of the fabric at the site, and the smells and sounds associated with the place and its use	Does not meet this criterion
Historical significance – Associated with an historical figure, event, phase or activity	The heritage item is associated with the world's largest cable tramway network under single ownership
Scientific significance – Includes both the archaeological significance and its scientific or research value more generally	Does not meet this criterion
Social significance – The qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group	Does not meet this criterion

#### B.3.4 Statement of significance

The tracks and engine houses of the Melbourne cable tram network were constructed by the Melbourne Tramways Trust (MTT) during 1885-91. It was considered to be the world's largest cable tramway network under single ownership. The cable tram car sheds were built by the Melbourne Tramway and Omnibus Company which leased the lines from the MTT between 1885 and 1916 and operated the tram services.

The precinct in the streets outside the former cable tram sheds has potential to contain significant 19<sup>th</sup> century archaeological remains (such as tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, and inspection and access manholes having cast iron covers). They are less likely to be intact for sites where the cable tramway was replaced by an electric tramway because the cable tram infrastructure was unsuitable for electric trams and was generally removed for construction of the electric tracks.

The remains in the tram track precinct are highly significant as they display how Melbourne's cable tram system operated (Heritage Victoria site card H7822-2253 2009).

**B.4 Items 5 and 8: Janet Hillman Reserve (HO133) and Inner Circle Railway (NT), (also listed as an element of HO326 and HO327)**

**B.4.1 Description**

Allom Lovell and Associates and John Patrick Pty Ltd (2005: 32) described the remnants of the Inner Circle Railway where it crosses Nicholson Street as 'gateposts, and fragments of early fencing remain on both sides of the crossing. Some of the track across Nicholson Street is visible, embedded in the roadway'. Allom Lovell and Associates and John Patrick Pty Ltd (2005: 32) assessed the remnants as being of *primary significance* and the Conservation Management Plan policy as: *Retain and conserve remaining track, gateposts and fencing. Reconstruct fencing where lacking and where practical given existing conditions.*

Primary significance is defined in the report (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 54) as:

*Places or elements of primary significance are those which contribute in a fundamental way to an understanding of the cultural significance of the buildings and the site, as it exists. They may be predominantly intact in building form and fabric, and/or are particularly demonstrative of the original design or functional concept with regard to form or fabric. Places and elements regarded as being of primary significance would warrant inclusion on a national or state register of places of significance, in addition to local planning scheme protection. As such, they should be retained and, if altered, then it should be done with minimal impact on significant fabric.*

**B.4.2 Curtilage information**

As shown in Figure 3.3.

**B.4.3 Significance assessment**

The below significance assessment was reproduced from the Conservation Management Plan for the Inner Circle Railway (Allom Lovell and Associates and John Patrick Pty Ltd 2005).

**Table B.4 :Significance assessment of Inner Circle Railway**

Criterion	Heritage assessment
A - Importance to the course or pattern of Victoria's cultural history	The former Inner Circle Railway is demonstrative of the spread of urban development in the suburbs of North Carlton and North Fitzroy. Built during the land boom of the 1880s, the presence of a railway line to connect local residents to the nearby Clifton Hill and Whittlesea lines, enables greater mobility via an emerging rail network.
B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history	Does not meet this criterion.
C - Potential to yield information that will contribute to an understanding of Victoria's cultural history	Does not meet this criterion.
D - Importance in demonstrating the principal characteristics of a class of cultural places or objects	Does not meet this criterion.
E - Importance in exhibiting particular aesthetic characteristics	The former railway stations at North Carlton and North Fitzroy, built by the Victorian Railways in the style of the Maldon railway station, exhibit the rich aesthetic of the late nineteenth century railway architecture.
F - Importance in demonstrating a high degree of creative or technical achievement at a particular period	Does not meet this criterion.

Criterion	Heritage assessment
G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions	The former Inner Circle Railway Linear Reserve is of social and cultural significance as a community resource instigated by the local government to facilitate the use by communities of public land. Since the inception of the Linear Reserve, the land has been utilised by a range of social and cultural groups within the City of Yarra.
H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history	Does not meet this criterion.

#### B.4.4 Statement of significance

The remains of the Inner Circle Railway Line, including its alignment, the former North Carlton Station, remnants of the North Fitzroy Station, benches, tracks, stanchions, crossings and associated infrastructure, gatekeeper's cottage and significant trees are of metropolitan historic, social and aesthetic significance in respect to the municipalities through which it passes.

The Inner Circle Railway Linear Reserve is of historic significance as a remnant of the railway network instigated to connect inner city suburban passengers to the Outer Circle Line which in turn was designed to connect passengers to the Gippsland line (through Caulfield) during the peak of Melbourne's Boom in the 1880s.

The Inner Circle Railway Line is of social significance as part of a wider scheme, the Outer Circle Railway, constructed during the Boom period of 'Marvellous Melbourne'. While never providing the financial returns anticipated by its creators, it became a means of transport for generations of residents of Carlton and Fitzroy to the city and outer suburbs of Melbourne, including transport to the Melbourne Cricket Ground, Flinders Street Station and the 1956 Olympic Games. Rather than an efficient passenger service, it became an important goods line which operated until 1981. The Linear Reserve is also of some local social significance as evidenced by community agitation in the 1970s to retain its open spaces for public use. Today it is well-used as a community resource being utilized by local residents as a community garden, walking and cycling paths, and other recreation activities. Sections of introduced native and exotic vegetation provide a level of amenity.

Elements of the Inner Circle Railway Linear Reserve are of aesthetic significance, as a collection of remnant railway infrastructure (alignment, benches, tracks, stanchions, crossing gates, gatekeeper's cottage, footings) which clearly demonstrates the presence, and former operation, of the passenger railway from 1888-1948 and the good line until 1981. The North Carlton Railway Station, one of only a small number of 'Maldon' style station buildings extant in suburban or country Victoria, is of particular individual significance.

The Inner Circle Railway Linear Reserve Park and its heritage elements are of significance at the local level (Allom Lovell and Associates and John Patrick Pty Ltd 2005: 50).

## HERITAGE ADVISER RESPONSE

DATE: 14 MARCH 2019

### RESPONSE TO PLANS RECEIVED:

Set of drawings entitled "Nicholson Street" prepared by Jacobs, received by Council, not date stamped.

Heritage Impact Assessment – Route 96 – SP2

### THE RELEVANT HERITAGE OVERLAY

#### **HO133 Park Street – Janet Hillman Reserve, Brunswick**

The Janet Hillman Reserve is part of the land associated with the former Inner Circle Railway Line. There is no known Statement of Significance for the reserve however there is a Conservation Management Plan for the Inner Circle Railway Linear Park Reserve prepared by Allom Lovell & Associates and John Patrick Pty Ltd (2005).

The Statement of Significance for the Inner Circle Railway Line is as follows:

*The remains of the Inner Circle Railway Line, including its alignment, the former North Carlton Station, remnants of the North Fitzroy Station, benches, **tracks**, stanchions, crossings and associated infrastructure, gatekeeper's cottage and significant trees are of metropolitan historic, social and aesthetic significance in respect to the municipalities through which it passes.*

*The Inner Circle Railway Linear Reserve is of historic significance as a remnant of the railway network instigated to connect inner city suburban passengers to the Outer Circle Line which in turn was designed to connect passengers to the Gippsland line (through Caulfield) during the peak of Melbourne's Boom in the 1880s.*

*The Inner Circle Railway Line is of social significance as part of a wider scheme, the Outer Circle Railway, constructed during the Boom period of 'Marvellous Melbourne'. While never providing the financial returns anticipated by its creators, it became a means of transport for generations of residents of Carlton and Fitzroy to the city and outer suburbs of Melbourne, including transport to the Melbourne Cricket Ground, Flinders Street Station and the 1956 Olympic Games. Rather than an efficient passenger service, it became an important goods line which operated until 1981. The Linear Reserve is also of some local social significance as evidenced by community agitation in the 1970s to retain its open spaces for public use. Today it is well-used as a community resource being utilized by local residents as a community garden, walking and cycling paths, and other recreation activities. Sections of introduced native and exotic vegetation provide a level of amenity.*

*Elements of the Inner Circle Railway Linear Reserve are of aesthetic significance, as a collection of remnant railway infrastructure (alignment, benches, **tracks**, stanchions, crossing gates, gatekeeper's cottage, footings) which clearly demonstrates the presence, and former operation, of the passenger railway from 1888-1948 and the goods line until 1981. The North Carlton Railway Station, one of only a small number of 'Maldon' style station buildings extant in suburban or country Victoria, is of particular individual significance.*

*The Inner Circle Railway Linear Reserve Park and its heritage elements are of significance at the local level.*

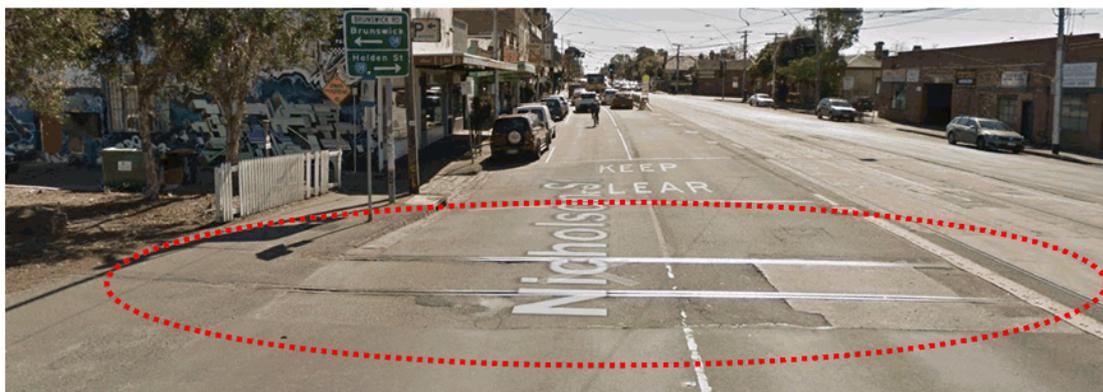
Source: From Inner Circle Railway Linear Park Reserve Conservation Management Plan (2005), Allom Lovell & Associates and John Patrick Pty Ltd

**CONTRIBUTION OF THE TRACKS TO THE OVERLAY**

The subject tracks are contributory elements of the Inner Circle Railway Linear Reserve which are of aesthetic significance as part of a collection of remnant railway infrastructure (alignment, benches, tracks, stanchions, crossing gates, gatekeeper's cottage, footings) which clearly demonstrates the presence, and former operation, of the passenger railway from 1888-1948 and the good line until 1981.

**THE CONTEXT**

The subject tracks are located on the northbound lanes of Nicholson Street immediately adjacent to the Janet Hillman Reserve.



**THE PROPOSAL**

**Comments regarding proposed removal of the rail tracks:**

The extent of demolition proposed by this application involves full removal of the existing remnant tracks and relocation to an interpretive display.

The key consideration for this aspect of the works is whether the demolition will adversely affect the significance of the tracks as a contributory element of the precinct as a whole.

Clause 22.06-3.2 of the Moreland Planning Scheme states that it is policy to:

- Encourage retention of contributory or significant heritage fabric required to maintain the original streetscape appearance.
- Discourage total demolition of a contributory or significant heritage place unless it can be demonstrated that:
  - The building is structurally unsound and that the contributory or significant heritage fabric has deteriorated beyond reasonable repair and would require reconstruction of the whole; and

- Any proposed replacement building makes a positive contribution to the heritage significance of the heritage place.
- Require the owner/developer to provide a visual record of any contributory or significant heritage fabric that is to be demolished or removed to the satisfaction of the responsible authority prior to the demolition being approved.

The proposed removal of the remnant contributory rail tracks in Nicholson Street will not maintain the original streetscape appearance.

Even if it is agreed that the remnant contributory rail tracks will be retained, any proposed relocation of them should be regarded as total demolition in accordance with Clause 22.06-3.2.

Total demolition of the remnant contributory rail tracks does not appear to be justified on the basis that they are structurally unsound and or that the track fabric has deteriorated beyond reasonable repair and would require reconstruction of the whole.

A provision of an archival photographic recording is not considered a reasonable alternative to retention of the original rail tracks however should a suitable alternative location for the tracks be found, it is considered that a visual record of the remnant contributory rail tracks should be mandatory prior to any removal works.

**Comments regarding potential relocation of the rail tracks:**

Clause 22.06-3.2 of the Moreland Planning Scheme states that it is policy to:

- Discourage total reconstruction of a heritage place as an alternative to retention.
- Consider proposed relocation of a contributory or individually significant heritage building as total demolition.

The Burra Charter (reference document) states the following:

The physical location of a place is part of its cultural significance. A building, work or other component of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival

The Heritage Guidelines for Heritage Overlays states that when assessing whether relocation is appropriate, consideration should be given to whether:

- the structural condition at the site prevents Conservation in that location, e.g. a building on a cliff undermined by the sea;
- the building was designed to be relocated and has a history of relocation;
- the current location contributes to the significance of the Heritage Place; and
- the current location contributes to an understanding of a significant historical activity at the Heritage Place.

Should it be determined that retention of the remnant contributory rail tracks in situ cannot be achieved, it is considered that relocation could be considered acceptable provided that:

1. the selected relocation site is as close as possible to the existing original location,
2. the new location remains within the subject heritage precinct and
3. the significance of the remnant contributory rail tracks is openly available for interpretation.

**DIAHNN MCINTOSH**

**Heritage Adviser**

# DCF24/19 TRAFFIC SAFETY ON NEWLANDS ROAD, COBURG NORTH - RESPONSE TO NOTICE OF MOTION NOM52/18 (D19/90032)

## Director City Futures

### City Change

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#### Executive Summary

At its November 2018 Council meeting, Council resolved via a Notice of Motion (NOM52/18) to receive a report with recommendations on measures to improve traffic and pedestrian safety in the vicinity of Newlands Road, Coburg North. The resolution sought consideration of a wide range of potential safety measures including reviewing speed limits and associated signage, pedestrian crossings, reduction of lane widths and dedicated bicycle lanes, safety barriers, nature strip plantings, engine brakes curfew, community engagement and advocacy regarding vehicle speeds and speed limits and alignment of the footpath along Murray Road between Newlands Road and Coburg Lake Reserve playground.

Newlands Road, Coburg North is classified a Major Road and is managed by Council. The road consists of 2 sections:

- Between Murray Road and Acheson Place which is essentially residential; and
- To the north of Acheson Place, Newlands Road which is mainly a commercial/industrial area.

This report was initially deferred by Council at the February 2019 meeting to allow Council officers to meet a number of residents to clarify their concerns. A Council officer and Councillor Bolton met with a number of residents on 21 February 2019.

Additionally, a petition with 224 signatures was submitted to the March 2019 Council meeting seeking changes that will increase safety and improve road culture.

A package of improvements can be implemented within existing resources including improved line marking and speed signs; regularly installing a mobile speed trailer to notify motorists of what speed they are travelling at and applying to VicRoads for an overnight engine brakes curfew. Other pedestrian and bicycle related capital works described in this report will be referred to future years budget for funding.

Other considerations discussed in the report include significant cost implications, the need for further VicRoads approval, loss of on-street parking and impacts on public parkland. Finally, the context of Newlands Road, servicing both residential and industrial land, means that several proposed measures would not be supported/prioritised.

#### Officer Recommendation

That Council endorses the following actions arising from the review of measures to improve traffic and pedestrian safety in the vicinity of Newlands Road, Coburg North:

1. Re-marks the existing road pavement markings (including bicycle lanes) and linemarks to 50 kilometres per hour at regular intervals along Newlands Road.
2. Bans parking on the west side of Newlands Road between McMahons Road and Acheson Place to improve bicycle safety in this location (reallocation of road space).
3. Advises abutting properties of Council's decision to ban parking on the west side of Newlands Road between McMahons Road and Acheson Place.
4. Makes an application to VicRoads, to implement an overnight engine brakes curfew.
5. Regularly places Council's speed trailer in Newlands Road to discourage speeding.
6. Liaises with Victoria Police to target speed enforcement activity.
7. Refers bicycle and pedestrian facilities capital works described in this report to future years budget.
8. Advises the petition organiser of this action.

## **1. Policy Context**

This report is in accordance with the recently adopted Moreland Integrated Transport Strategy (MITS) with a particular emphasis on the safety of all road users in the municipality and managing traffic volume and speed. Council's Road Safety Strategy includes an objective of improving road safety through traffic and transport management and identifies Newlands Road, Coburg North as a major road that is under the management of Council.

## **2. Background**

At the November 2018 Council's meeting, Council resolved via a Notice of Motion (NOM52/18):

1. To receive a report with recommendations on measures to improve traffic and pedestrian safety on Newlands Road, Coburg North which in particular looks at:
  - i. Reduction in speed limit from Murray Road to Acheson Place to cover the residential section of the street.
  - ii. Adequacy of speed limit signage, both upright roadside signs as well as painted signage on the road.
  - iii. Adequacy of pedestrian crossings, with the possibility of additional pedestrian crossings at Golf Road (south intersection with Newlands Road) and McMahons Road roundabout and painted saw-tooth edging (or other appropriate design) on approach to pedestrian crossings.
  - iv. Reduction of lane widths through the residential area to calm traffic and avoid vehicles overtaking.
  - v. Dedicated bicycle lanes on the full length of Newlands Road including around the roundabout.
  - vi. Extension and upgrade of safety barriers at Newlands Road/McMahons Road intersection to protect pedestrians, properties, and park users.
  - vii. A consistent planting theme along the road/road verges to better visually signify a residential neighbourhood and low speed environment.
  - viii. Overnight curfew on the use of engine brakes.
  - ix. Council engagement with the operators of industrial businesses aimed at reducing speeds and increasing safety, as well as advocacy to Victoria Police to enforce the speed limit in and around the residential area.
  - x. An improved and safer arrangement for vehicles turning out of Newlands Road into Murray Road and for heavy vehicles turning into Newlands Road.
  - xi. New dedicated pedestrian path (or other solution) from historical bluestone bridge that straddles the edge of the park over the weir and connecting to existing paths in park to overcome the issue of the present footpath beside Murray Road being dangerous due to being narrow with no barriers but being the only access to the rocket playground from the east.
  - xii. Potential advocacy to VicRoads for a speed reduction on Murray Road to 50 kilometres per hour in the vicinity of the Coburg Lake Reserve and the Olympic Outdoor Swimming Pool.
2. That the listed actions that are part of the Moreland Integrated Transport Strategy are prioritised and consolidated in the delivery of the Moreland Integrated Transport Strategy.

This report was initially deferred by Council at the February 2019 meeting to allow Council officers to meet with a number of residents to clarify their concerns. A Council officer and Councillor Bolton met a number of residents on site on 21 February. A number of issues were discussed including:

- Installing on-road speed limit signage on both the south and north sides of the Newlands Road/McMahons Road roundabout;
- Installing a sharrow and/or 'shared road' signage on approach to and through the Newlands Road/McMahons Road roundabout;
- Consider banning parking on Newlands Road between McMahons Road and Acheson Place to resolve current issue of cars being parked in the northbound bicycle lane;
- Consider installing a short section of green, on-road bicycle lane marking on Newlands Road on approach to the Newlands Road/McMahons Road roundabout;
- Consider removing the island on Newlands Road north of the Newlands Road/McMahons Road roundabout, in order to create space for a dedicated bicycle lane in the southbound lane;
- Consider installing a bicycle bypass lane on Newlands Road on the northbound approach to the Newlands Road/McMahons Road roundabout (potentially through the nature strip outside 75 Newlands Road); and will also look at options for a bicycle bypass lane on the southbound approach;
- Consider options for a pram ramp on the north side of McMahons Road at the Newlands Road/McMahons Road intersection, accommodating the existing pit and electrical pole; and
- Consider a pedestrian crossing across Newlands Road on the south side of the Newlands Road/McMahons Road roundabout, with potential crossing point being near the shrub on the nature strip outside 75 Newlands Road and, on the eastern side, working around the gum tree next to 102 Newlands Road. The crossing may be signed/indicated with coloured on-road marking (able to be actioned by Council without VicRoads) and 'pedestrian crossing' signs.

Additionally, a petition with 224 signatures was submitted to the March 2019 Council meeting seeking changes that will increase safety and improve road culture, including:

- A reduction of the speed limit to 40 kilometres per hour in the residential zone;
- A pedestrian crossing near the intersection with McMahons Road;
- Improved on-road cycling signage;
- Additional on-road speed limit signage;
- Improved/additional safety barriers; and
- Curfew/signage regarding engine break usage.

Council officers have investigated the justification and relative priority of the proposed measures and a summary of findings is outlined in the following section.

Newlands Road is not planned for renewal of the surface or the road pavement in the near future (5 years) as the road pavement is in fair condition. Additionally there are no current plans for full renewal (i.e reconstruction works) for Newlands Road.

### 3. Issues

Each of the 12 items in the resolution are discussed in turn in this section. This discussion also addresses concerns raised at the site visit and in the petition received at the March Council meeting.

A map of Newlands Road, Coburg North is included at **Attachment 1**.

#### i. **Bicycle lanes & extension of south bound bike lane – Newlands Road**

There is an existing northbound on-road bicycle lane between McMahons Road and the bend near 211/218 Newlands Road and an existing southbound on-road lane between 211/218 Newlands Road and Acheson Place. The markings for each of these lanes and other pavement markings along the entire length of Newlands Road are in poor condition and require re-marking. Council officers can arrange for all road pavement markings in Newlands Road to be refreshed (re-marked).

There are no existing on-road bicycle lanes between Murray Road and the McMahons Road roundabout, or within Moreland, to the north of 211/218 Newlands Road. Council officers are currently developing a 10-year bicycle action plan, however, it is unlikely that extension of the existing bicycle lanes in Newlands Road will be recommended because there are no strategic links in this corridor, and an alternative route along the Merri Creek exists. In Newlands Road, north of McMahons Road freight movement is a priority to support the industrial land.

Modifications, as per requests through public consultation, can be made to the northbound approach of the existing bicycle lane at the Newlands/McMahons Road roundabout, which currently requires bicycles to ride through the roundabout. This would involve modification of the existing kerb at the kerb extension located at the south-west corner of Newlands Road and McMahons Road, to construct a pram ramp onto the existing footpath, which would enable cyclists to approach the intersection along the foot path. The existing 1.5 metre footpath will also need to be widened to 2.0 metres to meet the minimum requirements of a shared use path.

It will also be necessary to construct a pram ramp on the north side of McMahons Road to enable cyclists to cross along McMahons road instead of entering the roundabout.

A third pram ramp will also need to be constructed to enable cyclists to egress back onto the Newlands Road bike path to the north of the existing round about. No stopping zones can be extended a further 25 metres to prevent obstruction of the bike path by parked vehicles.

A site investigation has identified the opportunity to extend the south bound bike lane on Newlands Road which currently terminates at Acheson Place. The extension would see the bike lane tie back into the trafficable lanes at the McMahons Road/Newlands Road roundabout.

The existing traffic lanes are 3.2 metres wide, with an extra 1.5 metres required for the new bike lane. To achieve this, the south bound lanes will need to be widened by profiling and re-surfacing the painted centre median chevron markings and removing the central island. South bound lanes will then be re-line marked such that they are shifted 1.5 metres to the west. With this extra width, a bike lane can be added. Sharrow road markings, which assist in directing bicycles and ensuring that other traffic will be aware that bicycles will be in the vicinity will be marked at the approach to the roundabout to signify the joint use of the lanes.

A sketch of these works is included at **Attachment 3**.

## **ii. Pram ramp access to Edgars Creek Park Land**

The on-site meeting also identified a lack of access to Edgars Creek Parklands. Pram ramp access to Edgars Creek parkland at the Newlands Road/McMahons Road roundabout can be achieved by modifying the existing kerbs and islands in Newlands Road.

A sketch of these works and bicycle lane works is included at **Attachment 2**.

## **iii. Speed limit signage**

A recent inspection of Newlands Road revealed that one south-facing '50' speed sign on the west side near 105 Newlands Road was missing. This was rectified in January 2019. As approved by VicRoads in 2014, there are currently 4 x '50' street signs along the west side of Newlands Road (facing south) and 3 x '50' signs on the east side (facing north).

To install additional speed limit signs requires VicRoads' authorisation. However, marking of the speed limit on the road pavement can be done at Council's discretion. A Work Request to install '50' road pavement markings near both 21/28 and 161A/166-170 Newlands Road was completed during February 2019.

## **iv. Engine brakes curfew**

The traffic speed, volume and classification count that was undertaken in the vicinity of 63 Newlands Road (within the residential section of Newlands Road) between 8 and 15 August 2017 found:

- No large trucks used Newlands Road between 4 pm and 6 am;
- No medium trucks used Newlands Road between 5 pm and 6 am; and
- No small trucks used Newlands Road between midnight and 4 am.

This indicates low demand for truck access to the area over night.

Implementation of a truck curfew requires VicRoads authorisation. The above information notwithstanding, Council officers can apply to VicRoads for an overnight engine brake curfew to minimise noise from such trucks into the future.

It is important to note that continued operation and viability of the industrial area in Coburg North is vital to the local economy and is identified as an important area in the Moreland Industrial Land Strategy (MILS).

## **v. Engagement and advocacy**

Council can regularly (several times each year) place its speed trailer on Newlands Road to notify motorists of their speed and prompt compliance with the speed limit. Council can also liaise with Victoria Police regarding targeting of enforcement in this part of Coburg North.

## **vi. Streetscape planting**

In the residential section of Newlands Road between Murray Road and McMahons Road the nature strips on both sides of the road are approximately 1.5 metres wide with constraints limiting streetscape greening opportunity.

North of McMahons Road, there is no footpath on the east side and full-width concrete footpaths with no nature strips on the west side. There is some significant planting on the east side of Newlands Road on the section of land that is approximately 15 metres wide between McMahons Road and Acheson Place, adjacent to the Edgars Creek Parkland. North of Acheson Place there is existing planting, approximately 3 metres wide on the east side.

Council's Open Space Unit advises that, due to constraints such as overhead electrical wires and shop awnings, the use of specific landscape species/palettes along the length of such streets has been discontinued. Instead, street tree species and locations are determined on a 'best species for best location' basis. The Open Space Maintenance Unit advised street tree planting along Newlands Road is planned for the 2020 and 2021 planting season.

#### **vii. Pedestrian crossings**

During 2018, Council funded a 'push button' pedestrian crossing between 39 - 58 Newlands Road to replace the 'flashing light' pedestrian crossing near the shops.

Additional signalised pedestrian crossing(s) would require VicRoads' authorisation. VicRoads are unlikely to support an additional set of pedestrian operated signals near the southern Golf Road/Newlands Road intersection, because this location is only 130 metres from the existing signals at Murray Road/Newlands Road.

Installation of pedestrian signals near the intersection of McMahons Road and Newlands Road would likely require remodelling of the intersection that has an existing roundabout, to become a signalised intersection. This is not supported by Council officers because the existing roundabout is effective in discouraging northbound and southbound Newlands Road motorists from speeding. Statistics indicate there has been only one 'other injury' crash at the intersection (as opposed to 'serious injury') in the 5-year period up to 30 June 2018.

It should also be noted that a set of push-button pedestrian signals without any other significant road works cost approximately \$250,000. If intersection remodelling and intersection signals were to be installed at the Newlands Road/McMahons Road intersection, the cost to Council would likely exceed \$500,000.

It is proposed to install 'pram ramps' and a coloured road pavement at this location to allow easier pedestrian access across to the parklands.

#### **viii. Reduction of lane widths**

The road pavement between the Merri Creek bridge and the Newlands Road shops is approximately 9.6 metres wide which allows for 2-way car and truck traffic and kerbside parking on both sides of the road. This is the minimum width for which this can be achieved. At the shops and through the bend in the vicinity of 53/90 Newlands Road, the road pavement is approximately 14 metres wide with a 3.5-metre-wide marked median including three splitter islands. This accommodates kerbside parking including a bus zone on either side of the road. North of the bend, the road pavement narrows to a width of 10 metres. Any reduction in lane width would be at the expense of kerbside parking used by residents and those accessing the shops.

#### **ix. Safety barriers (Guardrails)**

It is not Council's current practise to install guardrails within its street network. The existing guardrails near the McMahons Road/Newlands Road roundabout are of insufficient length to provide any practical road safety benefit. Current guidelines suggest that a guardrail must be at least 25 metres long to absorb the impact of a vehicle. If guardrails are not installed correctly, they can give pedestrians and cyclists a false sense of safety and mean that they come closer to traffic than they would otherwise. Additionally, guardrails installed at locations such as adjacent to the McMahons Road/Newlands Road roundabout, sometimes constitute a hazard to motor vehicles rather than improving road safety.

Therefore, no further guardrails are proposed to be installed near the Newlands Road/McMahons Road roundabout.

#### **x. Intersection turning at Murray Road/Newlands Road**

A site inspection of the safety of vehicles turning out of Newlands Road into Murray Road and for heavy vehicles turning into Newlands Road has revealed that vehicle movements at the intersection by vehicles of all types can currently be undertaken without any undue hazard to other vehicles making similar or different manoeuvres. During the site visit, it was noted that some small to medium-sized trucks turning north from travelling eastbound on Murray Road into Newlands Road approached the left-turn at an excessive speed. However, they undertook the manoeuvre without encroaching into any other traffic lane(s).

A check of crash statistics revealed there has been one 'other injury' (as opposed to 'serious injury') crash at the intersection of Murray Road and Newlands Road in the 5-year period up to 30 June 2018.

#### **xi. Pedestrian path – narrow footpath on Murray Road**

Opportunities to improve the pedestrian connection between the bluestone bridge near the intersection of Newlands Road and Murray Road and the playground on the south side of Coburg Lake were investigated. A map of this location is included at **Attachment 4**. The section of the Murray Road footpath that is currently used is approximately 1.7 metres wide and 90 metres long. The path is adjacent to the eastbound Murray Road lane. The existing alternative to this is to walk along the path on the north side of the lake, rather than using the bluestone bridge, and use the existing bridge across Coburg Lake, approximately 200 metres to the west, to access the playground. This would require a walk of approximately 530 metres from the north side of the bluestone bridge, compared to approximately 420 metres if the Murray Road footpath were used.

The Coburg Lake parkland near Newlands Road that is to the immediate north of the section of footpath on Murray Road, falls away quite steeply. Provision of an additional path/access on the south side of the lake within this narrow strip of the parkland is considered unfeasible due to potential impact to the parkland environment and the high costs associated with such work.

#### **xii. Advocacy to change Murray Road speed limit to 50km/h**

Murray Road is an arterial road managed by VicRoads with an existing speed limit of 60 kilometres/hour. Council has generally not advocated to lower speed limits on arterial roads that provide regional connections.

The Moreland Integrated Transport Strategy 2019 states that Council will advocate for "continued reduction of speed limits on arterial roads near schools, hospitals, activity centres, transport interchanges, pedestrian areas and along cycling corridors while ensuring that there is at least 10km/h difference between the arterial and abutting local roads to discourage traffic using local roads".

Murray Road, near Coburg Lake Reserve, does not contain the types of features described above and as such it is not recommended to advocate for reduced speed limits at this time.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

#### **4. Consultation**

Council's Open Space Unit has been consulted about street tree planting policy and any future works at the Coburg Lake Reserve. Their feedback has been considered in this report.

This report was initially deferred by Council at the February 2019 meeting to allow Council officers to meet a number of residents to clarify their concerns. A Council officer and Councillor Bolton met a number of residents on site on 21 February 2019. A number of issues were discussed and have been responded to in this report.

#### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

#### **6. Financial and Resources Implications**

##### **Civil Works**

The civil works to construct pram crossings and include bike lanes are estimated to cost approximately \$194,000 as follows:

- Newlands Road/McMahons Road roundabout improvements: \$78,000
- Newlands Road Bicycle Lane – McMahons Road to Acheson Place: \$116,000

This totals approximately \$194,000. The estimated cost of these works is significantly higher than Council officers initially estimated when meeting residents on site.

Currently there is no available budget or resource for the design and construction of the outlined changes. Council will need to refer these projects to future years' Traffic Management Budget, to enable works to proceed.

#### **7. Implementation**

The residents who raised the concerns are to be advised of the outcome of this report, including timing of implementation of those works that are proposed.

#### **Attachment/s**

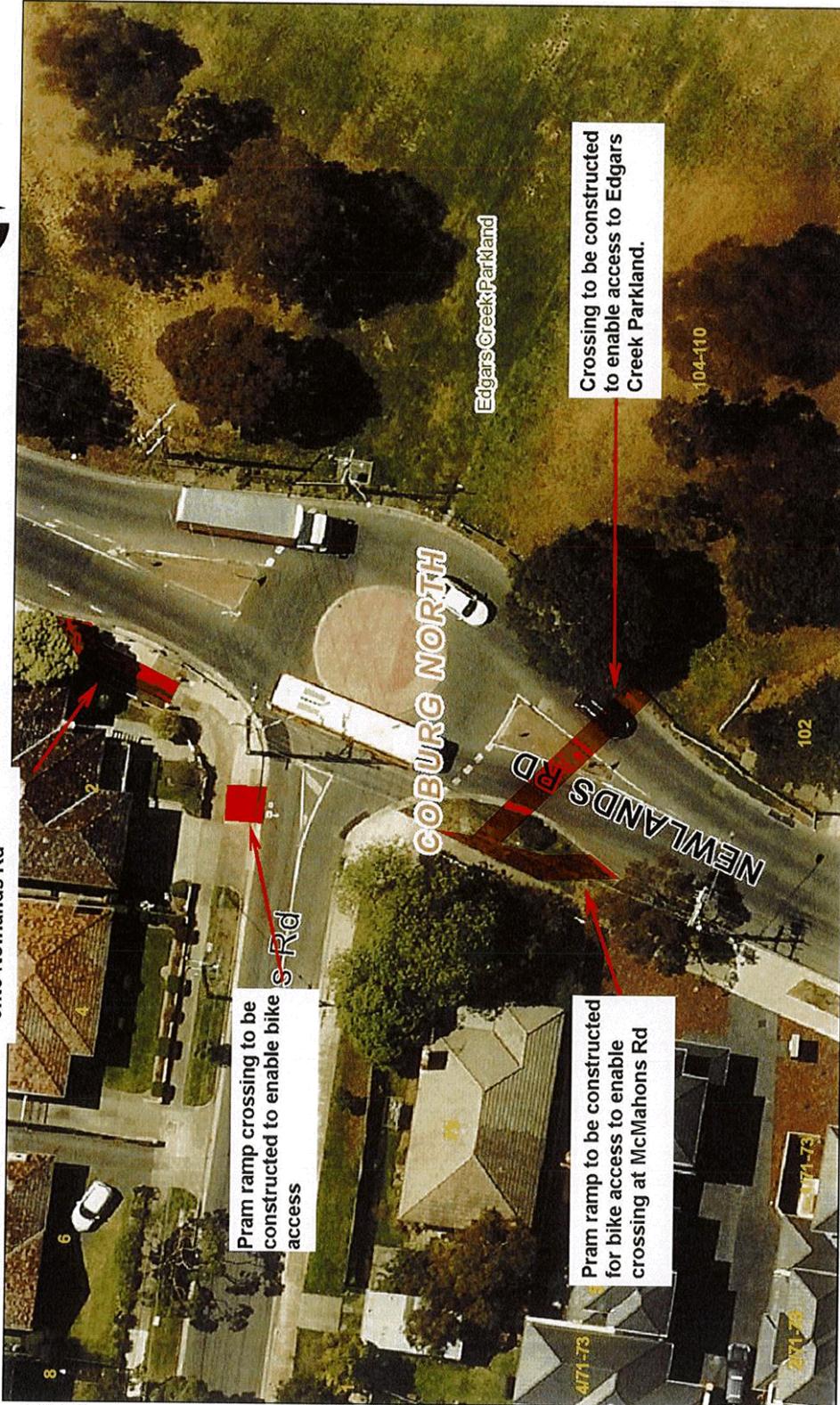
<a href="#">1</a> ↓	Map - Newlands Road, Coburg North	D19/32542
<a href="#">2</a> ↓	Bicycle Access Improvements - Newlands Road/McMahons Road Roundabout	D19/90348
<a href="#">3</a> ↓	Newlands Road/McMahons Road to Acheson Place - Southbound Bicycle Lane	D19/90357
<a href="#">4</a> ↓	Map - Coburg Lake, Coburg North	D19/32607

Newlands Road, Coburg North





Reconstruct and widen  
footpath to 2 metres to  
enable bike egress back  
onto Newlands Rd



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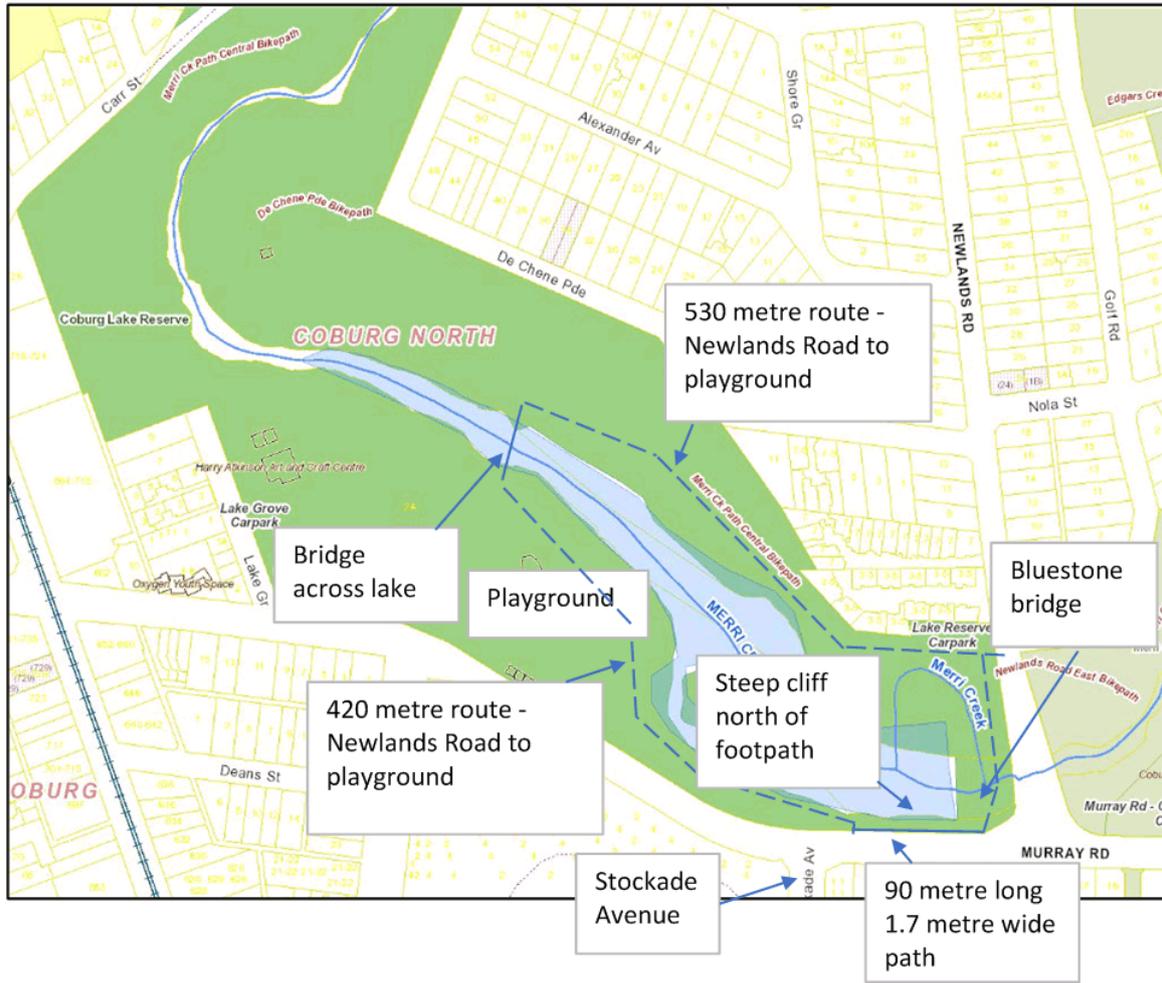


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Map – Coburg Lake, Coburg North



# DCF25/19 EAST BRUNSWICK VILLAGE - MANAGING TRAFFIC IMPACT EAST OF NICHOLSON STREET (D19/91439)

## Director City Futures

### City Change

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#### Executive Summary

In December 2018, Council resolved via Notice of Motion NOM56/18 concerning the potential traffic impact of the East Brunswick Village east of Nicholson Street (in part) to:

- Conduct an 8-week public consultation process including a community information and workshop session, review of the traffic report, online feedback and mail-out to the affected streets and surrounding area, which clearly identifies the traffic issue at hand. The mail out will be provided to all residents in the surrounding area including Sumner Street, Noel Street, Rupert Street, Peers Street and the section of Nicholson Street between Albert and Glenlyon Streets in Brunswick East.

The Community Information and Workshop session was held on 7 March 2019 and was attended by over 70 residents of Sumner Street, Peers Street, Rupert Street and Noel Street. Over 80% of the 62 written response forms completed and submitted at the workshop called for road closures in both Sumner Street and Peers Street. The overwhelming verbal feed-back to the Council officers at the workshop supported both road closures. In addition, a community representative submitted paperwork showing signatures representing 85% of all dwellings in Sumner Street, Peers Street, Rupert Street and Noel Street supporting both road closures, plus letters of support from both the kindergarten and church.

Clause 10, Schedule 11 of the *Local Government Act 1989* grants the power to Council to place barriers on a road temporarily for a genuine traffic diversion experiment. Section 207A of that Act requires that the Section 223 public consultation procedure be followed enabling public submissions to be considered prior to any Council decision. The Act also requires Council to consider a report from VicRoads on the proposal. It is noted that if the trial is successful, a further Section 223 process would be required prior to any permanent road closure being resolved. This will enable the community to consider the impacts of the temporary road closure with a further opportunity provided for submissions before a final decision would be made on any permanent road closure.

#### Officer Recommendation

That Council:

1. Approves the commencement of the process under Section 207, Schedule 11, Clause 10(1)(c) of the *Local Government Act 1989* to erect temporary barriers in Sumner Street from Noel Street to a point 8 metres further west, and in Peers Street from Nicholson Street to a point 11 metres further east to block the passage of vehicles other than bicycles, for the purpose of a genuine traffic diversion experiment.
2. Gives public notice of the traffic diversion experiment proposals and calls for submissions under Section 223 of the *Local Government Act 1989* as required by Section 207A of the *Act*, in the *Moreland Leader* and *Northern Leader* newspapers, on Council's website and to owners and occupiers of all properties in the area bounded by Nicholson Street, Albert Street, the Merri Creek and the southern municipal boundary.
3. Appoints Councillor \_\_\_\_\_, as Chair, and Councillors \_\_\_\_\_, \_\_\_\_\_ and \_\_\_\_\_ to a Committee to hear any submitters requesting to be heard in support of their written submission.
4. Notes the Hearing of Submissions Committee meeting will be held on a date and time to be set, at the Moreland Civic Centre, 90 Bell Street, Coburg.
5. Following the consultation process, receives a report outlining any submissions received in relation to the proposed traffic diversion experiment and the report from VicRoads on the proposal, with a recommendation on whether to proceed.

## **1. Policy Context**

Council's recently adopted Moreland Integrated Transport Strategy includes Headline Action 3 – use of road closures to support mode shift.

## **2. Background**

In December 2018, Council considered via Notice of Motion NOM56/18 concerning the potential traffic impact of the East Brunswick Village (EBV) east of Nicholson Street. It was resolved that Council:

1. Requests officers continue to communicate with the EBV development and VicRoads to understand construction timeframes for the signalised intersection at Main Street/Nicholson Street/Sumner Street in Brunswick East and request that no works progress until Council resolves the best traffic outcome for the local community.
2. Conduct an 8-week public consultation process including a community information and workshop session, review of the traffic report, online feedback and mail-out to the affected streets and surrounding area, which clearly identifies the traffic issue at hand. The mail out will be provided to all residents in the surrounding area including Sumner Street, Noel Street, Rupert Street, Peers Street and the section of Nicholson Street between Albert and Glenlyon Streets in Brunswick East.
3. Receive a report with options to mitigate any traffic impacts to local streets in the area resulting from the EBV development and the future signalisation of the Main Street/Nicholson Street/Sumner Street intersection at the March 2019 or April 2019 Council meeting. Reference is to be made to public transport, bike and pedestrian access and options to prevent dangerous rat-running and congestion overflow on the residential streets, and near kindergartens, churches and schools including the option of installing bollards and road closures.
4. In resolving the Brunswick Integrated Transport Strategy works program for 2019/2020 Council officers provide consideration to the Fleming Park/Central Lygon and EBV Projects (including the East Brunswick Shimmy) identified in the Brunswick Integrated Transport Strategy, in light of the EBV development having now commenced, including holding a public forum to inform the local community of the works program. The public forum should also consider how best to establish an ongoing dialogue with the community surrounding the EBV and Fleming Park.

Under resolution 1, VicRoads and the EBV development were contacted. They stated that the signalised intersection construction plan had been approved and contracts to construct the intersection were already issued, with commencement to be in January 2019 and completion in June 2019. Nevertheless, VicRoads held up the commencement of the works for 2 months but advised that Council would need to pay to re-design the intersection and would have to pay for changes to the signalling hardware, plus all new civil works.

Resolution 2 was implemented. The results are the subject of this report as required by resolution 3.

Resolution 4 is the subject of the report 'Cyclist Safety on John Street-East Brunswick Shimmy', which is also being considered at this 10 April 2019 Council meeting.

### **East Brunswick Village (EBV)**

EBV is a 3.1-hectare site located within the area bounded by Nicholson Street, John Street, Albert Street and Glenlyon Road. The site comprises of a number of land parcels and is replacing old industrial buildings with a number of new buildings up to 6 storeys, including a new supermarket, offices, shops, a medical centre and over 700 apartments.

The primary traffic access to this development will be via a new fully signalised intersection in Nicholson Street at Sumner Street. The EBV transport plans estimate 7,000 new vehicle movements each day into and out of Nicholson Street.

The 2017 traffic counts found less than 300 vehicles per day in each of Sumner Street, Peers Street, Rupert Street and Noel Street. The Moreland Integrated Transport Strategy states that local access streets should have no more than 3,000 vehicles per day, so current traffic volumes are low. Updated counts are currently being undertaken.

#### **Glenlyon Road/Nicholson Street signals**

The Glenlyon Road east-west green phase at Nicholson Street traffic signals was minimised in the early 1990s by agreement between the Brunswick, Fitzroy and Melbourne City Councils, to reduce traffic flow through the streets south of Glenlyon Road and east of Nicholson Street. This will encourage traffic to use Sumner Street to access Nicholson Street if no traffic management is undertaken.

## **3. Issues**

### **Traffic issue**

The identified traffic issue is drivers from the south-east of the East Brunswick Village travelling to and from the proposed shopping centre finding that Sumner Street and either Noel Street or Rupert Street will avoid the Glenlyon Road/Nicholson Street traffic signals. It will take only a small percentage of the predicted 7,000 vehicle movements to have a substantial impact on these quiet streets. It is inevitable that as the city grows, traffic will also grow but the increase on local streets needs to be minimised and managed.

The concept plan of traffic impact east of Nicholson Street is at **Attachment 1**.

### **Community Workshop**

The Community Information Workshop on 7 March 2019 found that the majority of attendees from Sumner Street, Peers Street, Rupert Street and Noel Street strongly support a road closure of Sumner Street. The majority of attendees also believe that a road closure in Sumner Street is likely to transfer substantial traffic volumes to Peers Street and therefore, strongly support a road closure in Peers Street as well (see Section 4 Consultation).

Closing Sumner Street just east of Noel Street would remove VicRoads' demands for payment to both redesign the intersection and change the signalling hardware and avoid complications with the developer's works. The workshop attendees proposed that Peers Street be closed at Nicholson Street.

The majority of workshop attendees accepted that trialling the road closures first would improve community acceptance of the road closures, prior to any decision to make them permanent.

### **Sumner Street road closure option**

The proposal discussed at the Community Information Workshop was to place a road closure in Sumner Street just west of Noel Street. This option keeps the road closure clear of the intersection works, removing any constraints on Council by the developer or VicRoads. This location removes just one standard on-street parking space outside 3 Sumner Street, however, aerial photographs show that two small cars often park here, and another car usually parks illegally close to the Noel Street intersection, so residents may feel they are losing three on-street spaces.

This closure option protects Sumner Street, Noel Street and Rupert Street residents from 'through' traffic. The 6 dwellings that will remain on the Nicholson Street side of the closure (3 facing Nicholson Street and 5 facing Sumner Street) will gain the benefit of the road closure in stopping through traffic, yet have signalled access to Nicholson Street.

Good signage will be required in Nicholson Street to inform drivers that Sumner Street is no longer a through road.

### **Peers Street road closure option**

The workshop attendees from all four streets informed Council officers that a second road closure is required, to protect Peers Street. This road closure can be located at Nicholson Street without impacting on the EBV development. In this location it may result in the loss of one on-street car parking space on the southern side of Peers Street.

### **Traffic impact of closures**

If both Peers Street and Sumner Street are closed, residents of Peers Street, Rupert Street, Noel Street and most of Sumner Street, will only be able to access their properties from the south (i.e. via Glenlyon Road). This was mentioned to several groups at the workshop and the consistent response was that it is a minor inconvenience compared to the benefit.

### **Trial or permanent closures**

The strong support from the attendees of the workshop makes installing a permanent closure tempting. A trial closure first is recommended because it allows those who either opposed the closure or were not aware of the proposal, to realise that they will have a second opportunity to comment after the trial. This is anticipated to reduce the number of concerns expressed following the erection of barriers.

### **Environmental implications**

The road closures are likely to encourage local residents to walk to the EBV supermarket instead of driving. As the closures will be bicycle friendly, they are likely to increase cycling.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## 4. Consultation

### Notification

The residents of all properties identified in the Council resolution were notified of Council's concerns and intention to consult, in a circular (mailed notification) on 14 January 2019, with a more detailed circular explaining the consultation process mailed to all residents and owners on 6 February 2019 and a further circular to residents on 6 March 2019.

### Information session and workshop

78 people signed the attendance sheet at the Community Information Workshop and most filled in feedback forms during the workshop. The results are collated in the table below:

Location	Number of people who signed the attendance sheet	Feed-back forms submitted during workshop			
		Number of people completing forms	Number of properties represented in the forms	Number of forms in support of both road closures	Number of forms opposed to either closure
Peers Street	5	5	4	3	0
Sumner Street	20	18	9	14	0
Rupert Street	32	25	17	22	0
Noel Street	5	3	3	2	0
Nicholson Street	8	4	4	2	0
Glenlyon Road	3	0	0	3	0
Others	5	7	Not known	5	0
<b>Totals</b>	<b>78</b>	<b>62</b>	<b>37</b>	<b>51</b>	<b>0</b>

There was nobody present at the workshop specifically opposed closures in either street. Two forms asked to make Peers Street one-way to the west instead and ban left turns from Nicholson Street into Peers Street.

At the workshop, a community representative submitted pro-forma letters supporting road closures in both Peers Street and Sumner Street, with each letter individually signed by a resident representing the following number properties (see **Attachment 2** for map):

Signed pro-forma letters supporting road closures in both Peers Street and Sumner Street			
	Number of properties represented	Number of properties not represented	Total number of properties abutting street
Peers Street	12	3	15
Sumner Street	8	1	9
Rupert Street	29	5	34
Noel Street	8	1	9

Also submitted were 2 statements of support for road closures in both Peers Street and Sumner Street. The first was signed by 46 people from the Holy Trinity Church on the corner of Nicholson Street and Glenlyon Road. The second was signed by 36 persons associated with the kindergarten in Noel Street.

The overwhelming view at the community meeting of the residents of the four streets was support for a road closure in Sumner Street and one in Peers Street. There was general acceptance that the road closure in Sumner Street needed to be located just west of Noel Street to avoid complications with the intersection works.

## **Waste collection**

Council's Waste Services Unit was consulted and advised that the 3 Sumner Street dwellings west of Noel Street would have to place their bins east of the road closure to avoid trucks reversing into Nicholson Street.

Parking will also need to be banned on the northern side of Peers Street on waste collection mornings, and all Peers Street residents to place their bins on that side to avoid trucks reversing into, and turning around in, the Rupert Street intersection.

## **Road closure process – consultation process**

Section 207A of the *Local Government Act 1989* requires that a Section 223 public consultation process occur, to grant the public the right to make submissions to Council to inform its decision on whether to install road closures. It is noted that a Section 223 process is required for both the trial, and if appropriate, for the subsequent decision to make the road closure permanent. This will enable the community to consider the impacts of the temporary road closure with a further opportunity provided for submissions before a final decision would be made on any permanent road closure.

## **5. Officer Declaration of Conflict of Interest**

Council Officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

It is estimated that the installation of barriers and signs for the trial road closures will cost approximately \$20,000 which can be funded from the existing 2018/19 traffic management budget.

## **7. Implementation**

It is proposed to install a trial road closure in Sumner Street from Noel Street, Brunswick East to a point 8 metres west of Noel Street. This distance will allow some landscaping should the closure become permanent.

It is also proposed to install a trial road closure in Peers Street from Nicholson Street to a point 12 metres east of Nicholson Street.

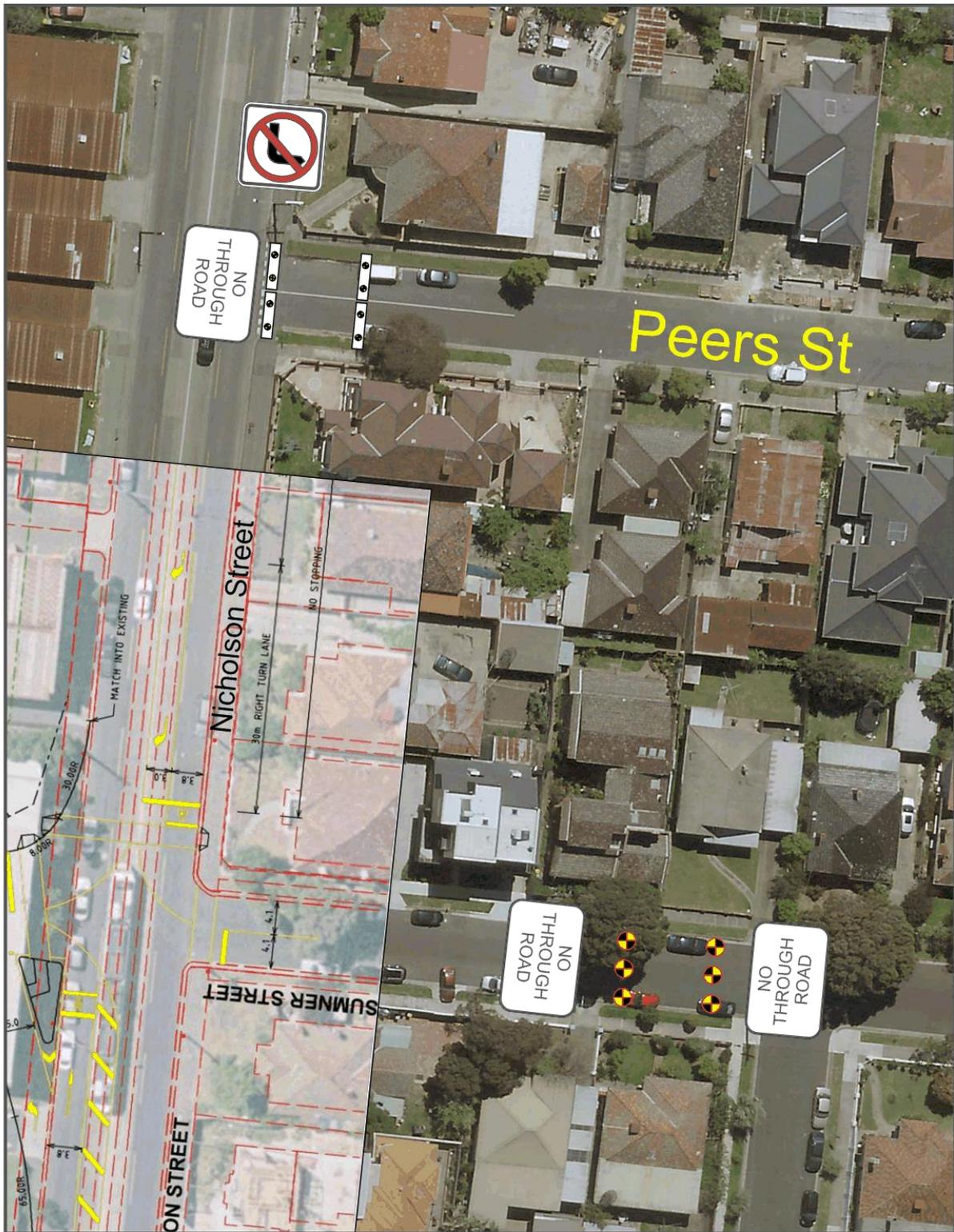
A Section 223 process must be followed, and a committee authorised to consider verbal submissions. The date of the submissions committee can be set for May.

The consultation is expected to commence in late April 2019.

If approved, the barriers could be installed in July or August 2019.

## **Attachment/s**

- |                   |  |           |
|-------------------|--|-----------|
| <a href="#">1</a> | Concept Plan - Traffic Impact East of Nicholson Street - East Brunswick Village          | D19/93942 |
| <a href="#">2</a> | Submission of support - Traffic Impact East of Nicholson Street - East Brunswick Village | D19/93952 |



Date: March 2019  
 CRS:  
 File: D19/93942  
 Scale [NTS]

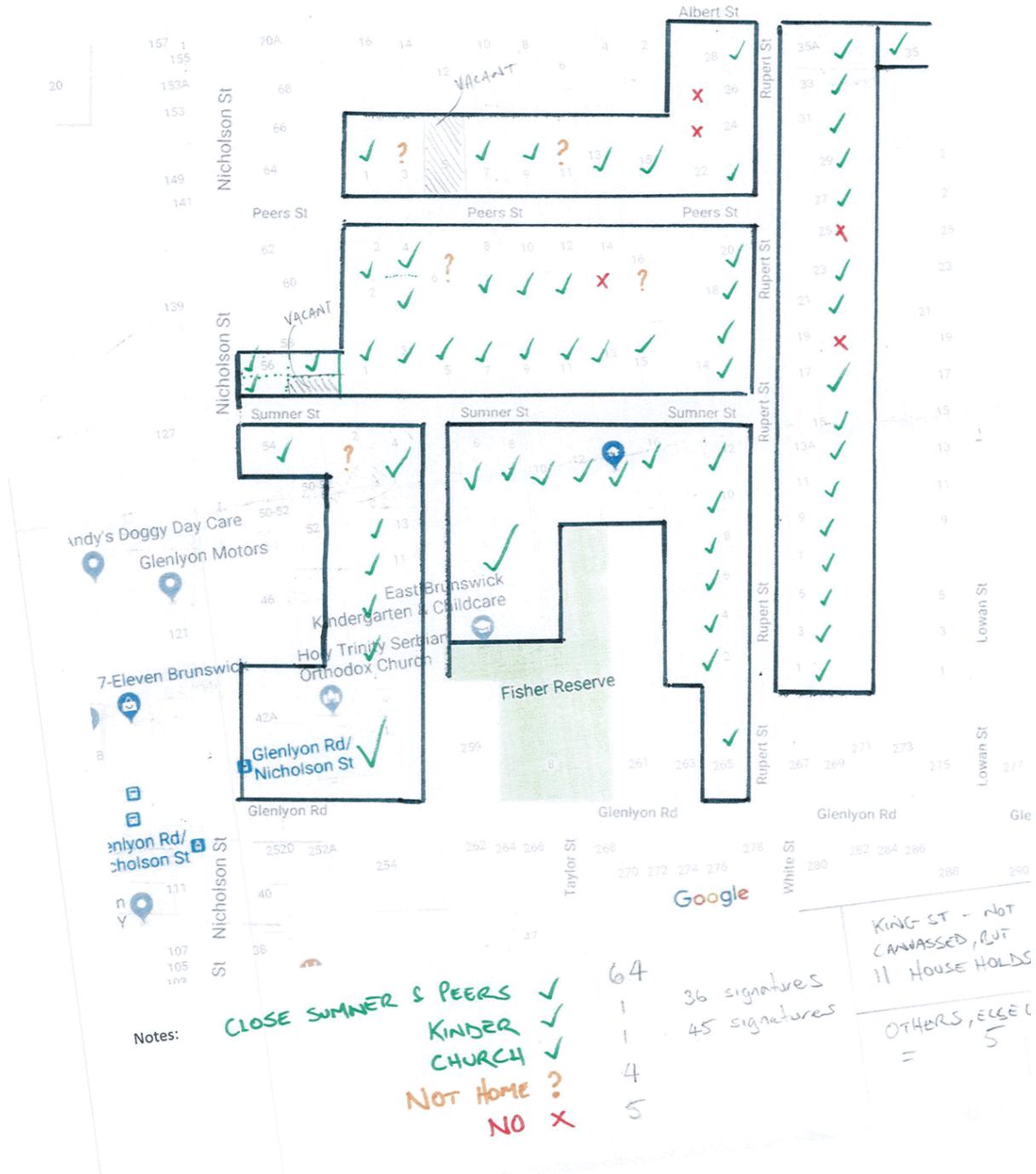
A4



East Brunswick Village - Concept Plans - Road Closures Sumner St and Peers St  
 Transport Engineer: Andrew Tran    Transport Coordinator: Lee Dowler

**NO THROUGH TRAFFIC**

Territory and status planner – EBV east of Nicholson safety impact group



# **DBT7/19 2017/18 PERFORMANCE REPORT, AUDIT AND RISK MANAGEMENT COMMITTEE (D19/123447)**

## **Director Business Transformation**

### **Corporate Governance**

---

#### **Executive Summary**

The Audit and Risk Management Committee (the Committee) is an advisory committee of Council, which has continued to undertake its role in providing independent advice to the Council and management of the City of Moreland throughout the period 1 July 2017 to 30 June 2018.

This was the first full financial year of the Committee under the leadership of the current Chair – Mr John Watson and the first time that an annual Performance Report (shown at Attachment 1) for the Committee has been prepared for Council. The performance report improves the transparency of Council operations by providing detail of the Committee's program and activities undertaken over 2017/18, to strengthen Council's strategy and operations.

The message from the Chair contained in the performance report includes:

*that the governance culture of Moreland City Council is supporting the development of a robust risk, control and compliance framework which continues to strengthen and adapt to changes in Moreland City Council operations.*

#### **Officer Recommendation**

That Council endorses the 2017/18 Performance Report, Audit and Risk Management Committee and makes this report publicly available on its website.

## REPORT

### 1. Policy Context

Victorian Councils are required, under Section 139 of the *Local Government Act 1989 (the Act)*, to have an Audit Committee of Council. Changes to the legislation in 2016 now require that the Chair of the advisory committee should be someone 'independent of Council' (that is not a Councillor or a Council officer). Council has had an Audit Committee since the time of the Council amalgamations.

### 2. Background

Pursuant to 139(2) of *the Act*, the Committee is an advisory committee and does not have any executive powers, management functions, or delegated financial responsibility. The Committee's role is to advise the Council on how best to fulfil its responsibilities and facilitate decision making by providing a forum for improving communication between the Council members and senior management, finance, risk and compliance managers, internal auditors and external auditors.

The Committee has been established to assist the Council discharge its responsibilities under the Act in respect of:

- external reporting (including financial reporting);
- external audit;
- internal audit;
- internal control and risk oversight and management;
- compliance with relevant laws and regulations;
- fraud (including corruption);
- related-party transactions; and
- performance reporting.

There are 4 independent members on the committee and 3 councillor members who are nominated by Council.

2017/2018 is the first full financial year under the leadership of the current chair – Mr John Watson.

The summary minutes of the Committee are reported to Council through the Governance Report following each meeting and Chair approval of the draft minutes.

### 3. Issues

For the first time, an annual Performance Report (as shown at **Attachment 1**) has been prepared by the Audit and Risk Management Committee for reporting to Council, in alignment with the Council Plan 2017-21 Strategic Objective 3 – Responsible Council.

In accordance with this objective, the preparation of the 2017/18 Performance Report for the Audit and Risk Management Committee improves the transparency of Council operations by providing the full detail of the Committee program and activities undertaken over 2017/18, to strengthen Council's strategy and operations.

In summary the key activities have included:

- review the draft Financial Statements and recommend their adoption to Council;
- review the Annual Performance Statement and recommend its adoption to Council;
- endorse the scope of the 2018/19 Internal Audit Program to ensure that planned Internal Audit activity is aligned to key business risks;
- review the plans, results and effectiveness of the Internal Audit Program; and
- monitor compliance obligations and challenge the existence and effectiveness of accounting and financial systems and other systems of internal control and business risk management.

Council is committed to strengthening its approach to assurance and compliance, with a three-year audit improvement program in place and the recent establishment of the Corporate Governance Branch, incorporating the internal audit function. With the Branch forming in December 2018, there has been an impact on the timing of this report to Council. Moving forward the Chair of the Committee would expect the annual performance report to be presented to Council by the December meeting.

At the meeting of the Audit and Risk Management Committee on 26 March 2019, the 2017/18 Performance Report was endorsed by the Committee for presentation to Council for their endorsement.

#### **Regional/strategic implications**

This Performance Report increases the transparency of Council's operations and the work to deliver on Council's strategic objective 3 - Responsible Council.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

### **4. Consultation**

The Audit and Risk Management Committee Performance Report 2017/18 was prepared for consideration by the Audit and Risk Management Committee at its meeting on 26 March 2019. The content was established in consultation with the independent Chair of the Committee and with key Council staff including the Chief Executive Officer, Director Business Transformation, Manager Corporate Governance, Executive Manager Finance, Internal Audit Officer and Risk Management Coordinator.

Councillors who are Members of the Audit and Risk Management Committee were consulted at the Committee's meeting on 26 March 2019, at the time of writing this report a Councillor Briefing session was scheduled for the 8 April 2019.

The Audit and Risk Management Committee reviewed and endorsed this report at its meeting on 26 March 2019.

### **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

### **6. Financial and Resources Implications**

The work of the Audit and Risk Management Committee ensures strategic and independent oversight of operations, risk management practices and assurance against financial management and financial position.

### **7. Implementation**

The Audit and Risk Management Committee Performance Report 2017/18 will be published on Council's website following endorsement by Council.

## Attachment/s

1 [↓](#) Audit and Risk Committee Performance Report 2017-18 D19/57478



City of Moreland  
Audit and Risk Management Committee  
Performance Report 2017-18

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**Message from the Audit and Risk Management Committee Chair**

I was first appointed Chair of the Committee in June 2017 and would like to thank Councillors, fellow independent members and Council staff for their contribution and support during the year on behalf of the Moreland City Council Audit and Risk Management Committee.

I am pleased to report the independent view of the Committee that the governance culture of Moreland City Council is supporting the development of a robust risk, control and compliance framework which continues to strengthen and adapt to changes in Moreland City Council's operations.

**John Watson**  
Audit and Risk Committee Chair  
Moreland City Council

## 1. Introduction

The City of Moreland Audit and Risk Management Committee (the Committee) has continued to undertake its role in providing independent advice to the Council and management of the City of Moreland (Council) throughout the period 1 July 2017 to 30 June 2018 as covered by this report.

Pursuant to 139(2) of *the Act*, the Committee is an advisory committee and does not have any executive powers, management functions, or delegated financial responsibility. The Committee's role is to advise the Council on how best to fulfil its responsibilities and facilitate decision making by providing a forum for improving communication between the Council members and senior management, finance, risk and compliance managers, internal auditors and external auditors.

The Committee is a sub-committee of the Council established to assist the Council discharge its responsibilities under the Act in respect of:

- external reporting (including financial reporting);
- external audit;
- internal audit;
- internal control and risk oversight and management;
- compliance with relevant laws and regulations;
- fraud (including corruption);
- related-party transactions; and
- performance reporting.

To fulfil its role, some of the key activities undertaken by the Committee during this period were to:

- review the draft Financial Statements and recommend their adoption to Council
- review the Annual Performance Statement and recommend its adoption to Council
- approve the scope of the 2018/19 Internal Audit Program to ensure that planned Internal Audit activity is aligned to key business risks
- review the plans, results and effectiveness of the Internal Audit Program
- monitor compliance obligations and challenge the existence and effectiveness of accounting and financial systems and other systems of internal control and business risk management.

Overall, through its work, the Committee's aim is to add to the credibility of Council by promoting ethical standards. Under the guidance of the Committee Chair, Mr John Watson, the focus on strategic risk issues was continued while ensuring that all key operational risks were still considered.

In fulfilling its responsibilities, the Committee has provided input and advice in relation to Internal Audits carried out by contracted Internal Auditors, Crowe Horwath for Council during the reporting period.

During the year, Crowe Horwath made an annual declaration of independence to the Committee, declaring that they had maintained their independence and would continue to maintain their independence.

## 2. Audit and Risk Committee membership

The composition of the Committee according to its charter is four independent members and three Council representatives. The membership of the Committee during 2017-18 is set out below:

### 2.1 Council representatives

Councillor Samantha Ratnam*	July 2017 to September 2017
Councillor Dale Martin	July 2017 to September 2017
Councillor Ali Irfanli	July 2017 to September 2017
Councillor John Kavanagh**	December 2017 to June 2018
Councillor Natalie Abboud***	December 2017 to June 2018
Councillor Annalivia Carli-Hannan	December 2017 to June 2018

\*Deputy Mayor from July 2017 to October 2017

\*\* Mayor from December 2017 to November 2018

\*\*\* Deputy Mayor from December 2017 to November 2018

### 2.2 Independent members

Mr John Watson (Chairman)	March 2016 to May 2020
Mr Oliver Webb	March 2016 to March 2019
Ms Joelle Tabone	November 2017 to November 2020
Mr Craig Burke	November 2017 to November 2020

### 3. Meetings and attendance

A total of four meetings were held during the period under review. There were four regular quarterly meetings in September, November, March and June. A summary of meeting dates and attendance is shown in the table below.

Representatives of the Victorian Auditor General's Office (External Auditors) as well as representatives from Crowe Horwath, the internal audit service provider for the period, attended each quarterly meeting.

Senior management representatives also attend each Committee meeting. These included the CEO, Executive Manager Organisation Development, Director Corporate Services and the Chief Finance Officer. In addition there was attendance by other Directors when there were Department related items on the Agenda.

**Table 1 – Membership, meeting dates and attendance**

Member	Role	5/09/2017 Quarterly	5/12/2017 Quarterly	27/03/2018 Quarterly	26/06/18 Quarterly
John Watson	Chair	✓	✓	✓	✓
Oliver Webb	Independent Member	✓	✓	✓	✓
Craig Burke	Independent Member		✓	✓	✓
Joelle Tabone	Independent Member		✓	✓	✓
Cr Samantha Ratnam	Council Member	✓			
Cr Ali Irfanli	Council Member	x			
Cr Dale Martin	Council Member	x			
Cr John Kavanagh	Council Member		✓	✓	✓
Cr Natalie Abboud	Council Member		✓	✓	✓
Cr Annalivia Carli Hannan	Council Member		✓	✓	✓

✓ = In attendance X = Apology      = not required / not a Member at that time

**Table 2 – Regular Attendees, meeting dates and attendance**

Regular Attendee	Role	5/09/2017 Quarterly	5/12/2017 Quarterly	27/03/2018 Quarterly	26/06/18 Quarterly
Tim Loughlin	VAGO	✓	x	x	✓
Remy Szpak	Interim Audit Manager, VAGO		✓	✓	
Sanchu Chummar	Manager, VAGO	✓			
Joel Christidis	Audit Senior, VAGO		✓		
Kevin Chan	Audit Manager, VAGO			✓	✓
Andrew Zavitsanos	Crowe Horwath	✓	✓	✓	✓
Nerina Di Lorenzo	CEO, MCC	✓	✓	✓	✓
Anita Craven / Sue Vujcevic (27/3/18)	Executive Manager Organisation Development, MCC	✓	✓	✓	✓
James Scott / Liz Rowland (26/6/18)	Director Corporate Services, MCC	✓	✓	✓	✓
Liz Rowland / Jodie Watson(27/3/18)	Chief Financial Officer	✓	✓	✓	✓

✓ = In attendance X = Apology      = not required / not a representative at that time

### 4. Internal audit

#### 4.1 Internal audit contract

During the period under review, Crowe Horwath entered Year 2 of their 3-year contract. As this contract expires in August 2019, with the option to extend for two further 1-year extensions it was not necessary to commence any procurement activities.

Representatives from Crowe Horwath attended each Committee meeting and presented the results of the audits they had undertaken, responded to questions and both gave to and received advice from the Committee.

#### 4.2 Internal audit reports program 2017-18

The 2017-2018 Internal Audit plan was presented to the Committee in June 2017. Further to some additional commentary being added the plan was approved at that meeting.

**Table 4** – Internal audit reports program

No	Internal audit project	Jul 17	Aug 17	Sep 17	Oct 17	Nov 17	Dec 17	Jan 18	Feb 18	Mar 18	Apr 18	May 18	Jun 18
1	IT General Security & Access Controls	■	■	▲									
2	Proposed sale of land or airspace – 276 Barkly St, Brunswick		■	■			▲						
3	Contract Management			■	■		▲						
4	Occupational Health and Safety (staff and contractors)				■	■	▲						
5	Various Financial Functions							■	■	▲*			
6	Depot Operations								■	■			▲*
7	Strategic Internal Audit Plan										■	■	▲*
8	Statutory Planning											■	■

■ Audit field work and report writing  
 ▲\* Denotes Audit Committee Meeting to which the Internal Audit Report will be presented. (\* - Dates to be confirmed.)

\*Note: The planned audit on 'IT General Security & Access Controls' was replaced with an audit on 'Disaster Recovery Planning'.

Crowe Horwath continued the practice of presenting the Terms of Reference for each internal audit to the Committee for discussion before their execution to ensure that the focus remained aligned to the risk profile of the organisation and the requirements of the Committee.

Final internal audit reports were reviewed and discussed by the Committee at each of the scheduled meetings. The status of Internal and External Audit recommendations was reported to the Committee on a quarterly basis and details of any outstanding recommendations provided.

4.3 Internal audit reports reviewed

A total of six internal audit reports were presented to the Audit and Risk Committee during the period under review and a further two audits had commenced prior to the end of 2017-18 financial year.

A range of opportunities for continuous improvement were identified as a result, which Council has either actioned or is actioning with the oversight of the Committee.

At the end of each audit, the Crowe Horwath issued an audit report. The report contains an unbiased assessment of the effectiveness of Council's processes. It includes an overall audit rating, audit findings (if any), and a list of recommended improvements.

**Table 5 – 2017-18 Internal audits with a summary statement**

<b>Audit</b>	<b>Meeting</b>	<b>Audit Scope Summary</b>
<b>Cash Handling and Receipting Audit Scope</b>	Sep 17	Reviewed the adequacy of cash handling policies and procedures, receipting processes, daily balancing and reconciliation, and banking processes in place within Council, to manage and control the cash collection and cash handling processes.
<b>Contaminated Land Audit</b>	Dec 17	Reviewed the adequacy of management processes when undertaking capital works (CAPEX) projects to assess whether the controls and practices are operating satisfactorily with regard to contaminated land.
<b>Disaster Recovery Planning</b>	Mar 18	Reviewed management of Council's Disaster Recovery Plan (a documented process and procedures to recover and protect business IT infrastructure in the event of a disaster) to assess whether the controls and processes are operating satisfactorily.
<b>Contract Management</b>	Mar 18	Reviewed the adequacy of the various processes that have been put in place within Council to manage and control contracts including alignment of procurement and contract management policies and procedures; qualitative and quantitative performance measures; performance review processes; compliance with commercial contract conditions; and management of contract variations.
<b>Occupational Health and Safety (staff and contractors)</b>	Mar 18	Reviewed Council's Contractor Occupational Health and Safety (OHS) practices to assess whether the controls and processes are operating satisfactorily.
<b>Proposed Sale of Land or Airspace 276 Barkly Street</b>	Jun 18	Reviewed Council's proposed sale of land or airspace at 276 Barkly St, Brunswick Project to assess whether the controls and practices are operating satisfactorily.
<b>Financial Controls Internal Audit Report (commenced)</b>	Sep 18	Reviewed the adequacy of processes and procedures in place within the Finance Department to manage and control Assets – non-infrastructure; Accounts Payable; and Fringe Benefits Tax.
<b>Depot Operations (commenced)</b>	Sep 18	Reviewed the governance of Depot operations and the adequacy of processes and procedures including procurement systems; management of small plant and equipment; and management of bulk consumables.

#### 4.4 Oversight of internal audit performance

The Committee monitored the performance of the Internal Audit function through ongoing review of Internal Audit reports, the quarterly Internal Audit Status reports presented by the Internal Audit Officer and the Contract Performance report which was presented to the Committee by Crowe Horwath in June 2018.

Improvement initiatives included:

- A Process Map to Review & Approve Internal Audit Scopes was established and presented to the Committee at its meeting in March 2018 by the Internal Audit Officer.
- A revision of the Process for Approving Audit and Risk Management Committee Minutes was established and presented to the Committee at its meeting in March 2018 by the Internal Audit Officer.
- An 'Assurance Map of Council's Audits' was established and presented to the Committee at its meeting in June 2018 by the Internal Audit Officer.

#### 4.5 Implementation of audit recommendations

The Committee continued to encourage management to implement agreed Internal and External Audit recommendations in a timely manner to ensure that better practices and controls in all council's services are achieved. The organisation was able to address audit recommendations in a timely manner and consistently fulfilled its committed actions.

A summary of progress was presented to the Committee in the Governance and Legal report each quarter to provide an ongoing mechanism for monitoring the implementation of audit recommendations. The total number of new recommendations raised by Crowe Horwath during the year was forty-six. Seventy seven recommendations were carried over from the 2016/17, with ten of these still outstanding but not overdue, as at 30 June 2018. Eighty one recommendations were implemented on schedule and no issues reported as not implemented within agreed timeframes during the period under review. In total forty two recommendations remained open as at 30 June 2018, of which four had a high risk and ten related to 2016/17. This reflects the ongoing commitment of the organisation to address audit recommendations in a timely and responsible manner.

## 5. External Audit

The Victorian Auditor General's Office (VAGO) continued to take the responsibility for external audits of the City.

Tim Loughnan, Director Financial Audit, was the VAGO officer responsible for the external audit of Council for the financial year 2017/18, supported by VAGO colleagues as required.

VAGO's approach focuses on key financial reporting risks. This involves gaining an understanding of significant financial reporting processes and a combination of internal control testing and substantive audit procedures to assess the residual risk of material error.

The VAGO Closing Report 30 June 2017; VAGO Final Management Letter 2016/17 and Management Representation Letter (30 June 2017) were presented to the Committee at its meeting in September 2017.

The VAGO Draft 2017-18 Audit Strategy – MCC was presented to the Committee at its meeting in December 2017.

Using a better practice maturity scale, VAGO were able to use Council's self-assessment responses to determine the current maturity level of the financial reporting framework in place at MCC, and management's desired level of maturity in the future. The result of this assessment is provided in **Appendix 1**.

## 6. Oversight of annual financial reports

During the year, the Audit and Risk Management considered the accounts for the year ended 30 June 2017 in the meeting held on 5 September 2017. After presentations from the Chief Finance Officer, the Committee undertook a thorough review of the Financial Statements and after some edits were identified to be made the Audit and Risk Committee recommended to Council that they approve the 'in principle' Annual Financial Statements, Performance Statement and Standard Statements. This work was undertaken by the Committee in a timely manner so that final clearance of all financial statements was received within the deadline imposed under the Local Government Act.

The Committee provided assurance to Council on the Annual financial statements at the Council meeting on 12 September 2018.

Monthly financial performance reporting was presented to the Committee at each meeting throughout the year for the preceding month. At the June 2018 Committee meeting, the Committee received a 'Financial Presentation of Council's Model Financial Accounts' from the acting Chief Financial Officer.

## 7. Duties and responsibilities

### 7.1 General assessment

The Audit and Risk Committee works to its Charter (Audit and Risk Committee Charter). An annual work plan is developed from the Charter and is the basis by which the Committee tracks its responsibilities and monitors its performance throughout each year.

### 7.2 Monitoring of legal claims

As part of managing the City's risk exposure, the Committee received quarterly updates from the CEO, which identify litigated claims or other matters settled or pending and any monetary movement associated with those claims.

### 7.3 Moreland City Council Audit and Risk Committee Charter review

The Moreland City Council Audit and Risk Committee Charter (November 2017) is reviewed annually and was presented to the Committee on 27 March 2018 for discussion and formal review at the Committee meeting on 26 June 2018. This item was deferred and re-scheduled to the Committee meeting held on 4 September 2018.

As part of this review, consideration was given to the then proposed changes included in the Local Government Bill 2018 (the Bill) which sought to promote better practice for Audit Committees. It is noted that the Bill did not pass the parliament before the 2018 Victorian State election but may be reintroduced in some form in the future.

The main amendments coming from this review were:

- **Section 2 – Authority:** inclusion of another point: *'Seek resolution on any disagreements between management and the external auditors on financial reporting.'*
- **Section 4.1 – External Reporting (Including Financial Reporting):** removed section 4.1.11 *'Liaise with other Council committees (established under section 86 of the Act) and Council-related entities, including those in which the Council has a controlling interest'*, as Council doesn't have any Committees under section 86 of the Act.
- **Section 4.1 – External Reporting (Including Financial Reporting):** removed section 4.1.13 *'Review for completeness and accuracy the reporting of the Council's main corporate governance practices as required under legislation.'*
- **Section 4.4 – Internal Control and Risk Management:** included section 4.4.9 *'Monitor Council processes for compliance of Council policies and procedures.'*
- **Section 4.5 – Compliance with Laws and Regulations:** Removed section 4.5.8 *'Consider the internal auditor's role in assessing compliance and ethics risks in their plan.'*
- **Section 6 – Authority of the Committee:** removed reference to the Committee's authority to approve the Internal Audit Charter and included reference to the Performance Statement as part of reviewing the Annual Financial Statements.

Given the substantive changes are proposed to the Charter, the Committee is to recommend approval to Council. The Charter can be implemented by the Committee post Council approval. The revised Committee Charter was recommended to proceed to the meeting of Council in October 2018 for endorsement, to enable the Charter to be implemented. The Charter was presented to Council in February 2019 for endorsement, enabling a progress update to the Committee on 26 March 2019. It is acknowledged that the delays in conducting this review have led to non-compliance with the terms of the Charter.

### 7.4 Other activities

In addition to the activities directly identified in the Committee Charter, the Committee undertook a number of activities and considered several other initiatives and reports throughout the year. These included:

- Confidential matter (September 2017, December 2017, June 2018)
- Cyber Security (September 2017, June 2018)

- Audit Function Improvement Program (September 2017, December 2017, March 2018, June 2018))
- Risk Improvement Program Status Update (September 2017, December 2017, March 2018, June 2018)
- Strategic Risk Register Status Update (September 2017, December 2017)
- Annual Financial Statements & Performance Statement 2016/17 (September 2017)
- Potential changes to Moreland's Local Law (September 2017)
- Independent Member Vacancy (September 2017)
- Complaints Handling – Aged Services (September 2017)
- VAGO Draft 2017-18 Audit Strategy – MCC (December 2017, March 2018)
- Monthly Financial Statements Update (December 2017, March 2018, June 2018)
- Bicycle Strategy Feedback (December 2017)
- Corporate Plan (December 2017)
- Complaints Resolution (March 2018)
- CAMMS System Implementation Status (March 2018)
- China's National Sword Policy – Recyclable Materials Decision (March 2018)
- Councillor Code of Conduct – Sexual Harassment Provision (March 2018)
- Review of the Local Government Act (March 2018)
- Contract Management Working Group (June 2018)
- Review of Bank Guarantees (June 2018)
- Review of Contracts Register (June 2018)
- VAGO Local Government and Economic Development Report – March 2018 (June 2018)

## 8. Audit and Risk Committee Health Check

The Committee Health Check Survey was redesigned in 2018 to align strongly with the best practice model of the Australian National Audit Office's 'Better Practice Guide March 2015' and the 'Victoria Government Gazette No. 34 Feb 2011 Local Govt Act 1989 section 139(5)- Audit Committees- A Guide to Good Practice for Local Government.'

The survey was completed by members of the Audit and Risk Committee and regular attendees of the Committee meetings.

The health check questionnaire comprised 9 qualitative survey questions coupled with 26 multiple choice assessments under 7 main headings which were:

- Audit and Risk Committee charter.
- Audit and Risk Committee skills and experience.
- Understanding of Council
- Audit and Risk Committee governance
- Leadership by Chair
- Communication to Council
- Internal and External Audit.

The results of the survey are attached at **Appendix 2**. The survey was extended to committee meeting attendees as well as committee members, recognising that these groups may have a different perspective. The results of each group are shown separately in the graphs. This year, the survey was sent out to 7 committee members and 8 other attendees. Responses were received from 6 committee members and 8 other attendees.

A score of 6 – 'more than adequate' was expressed in the positive and resulted in a score of 6 which was the highest possible score. A score of less than adequate was scored one, and the options on the scale of 1 to 6 each receiving the corresponding score (i.e. 4 = 4).

The overall rating of the self-assessment undertaken in the 2018 health questionnaire was a positive, as follows:

- Independent and Council members rated Committee performance at 80% across the breadth of the 7 headings and 26 multiple choice questions.
- Regular attendees (Moreland Executive Group members and external agencies) by comparison rated Committee performance at 74%.

## 9. Overall assessment of Moreland City Council's risk, control and compliance framework

The Committee's overall assessment is that the City has continued its journey to enhance its management of strategic and operational risk, financial and other internal controls and compliance. The organisation has continued to demonstrate a high level of commitment to being open to audit findings, genuine in addressing any issues or improvement opportunities, and consistent in the fulfilment of its commitments.

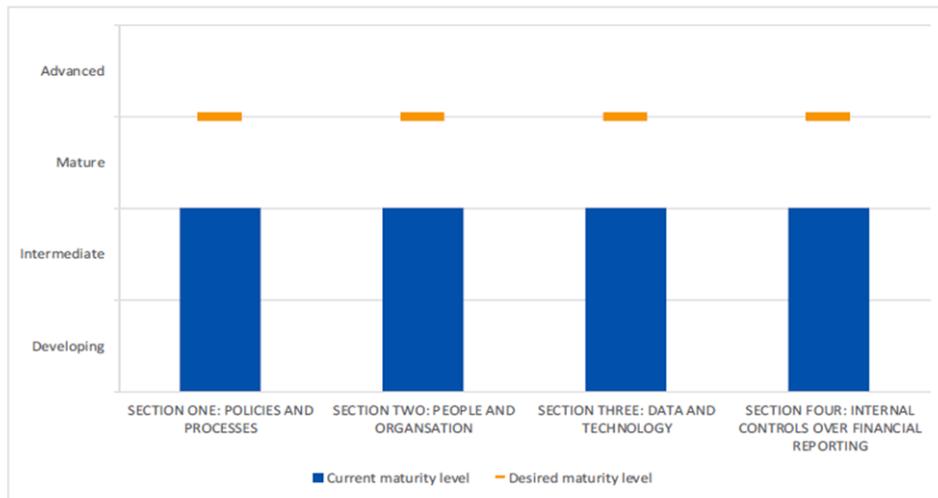
There is a Risk Improvement Program in place and progress is reported quarterly to provide the Committee with an update and assurance on progress.

It is the independent view of the Committee that the governance culture of Moreland City Council is supporting the development of a robust risk, control and compliance framework which continues to strengthen and adapt to changes in Moreland City Council's operations.

**APPENDIX 1 – OVERALL QUALITY OF COUNCIL’S FINANCIAL CONTROLS**

VAGO requested Council management to complete a self-assessment of the financial reporting preparation framework at MCC. The assessment focused on four key areas: policies and processes, people and organisation, data and technology, and internal controls over financial reporting. Using a better practice maturity scale, VAGO were able to use management’s responses to determine the current maturity level of the financial reporting framework in place at MCC, and management’s desired level of maturity in the future.

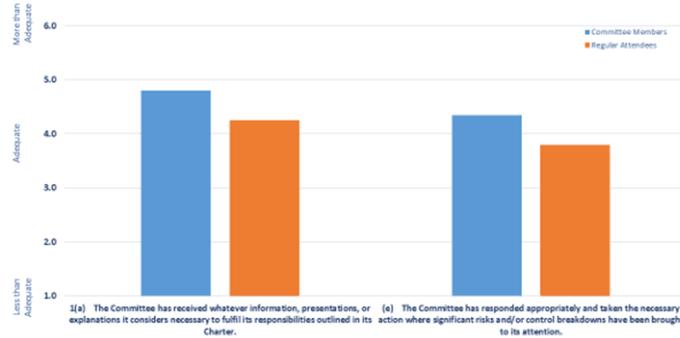
The result of this assessment for MCC is shown in the graph below.



APPENDIX 2 – AUDIT & RISK MANAGEMENT COMMITTEE HEALTH CHECK

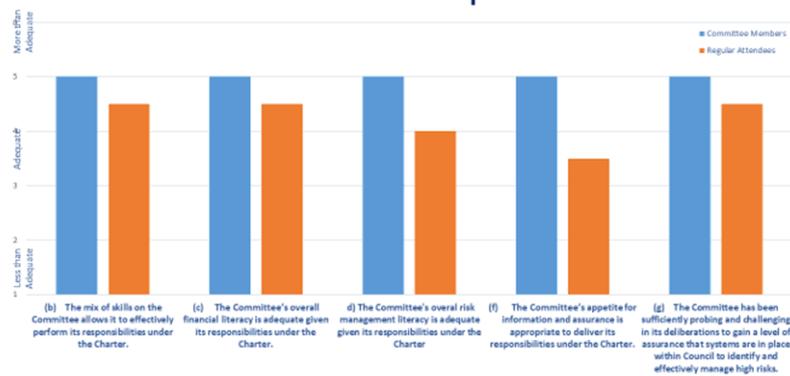
2018 HEALTH CHECK RESULTS

Audit & Risk Management Committee Charter



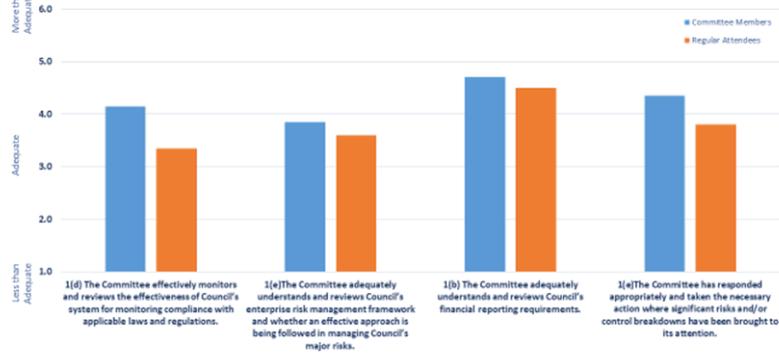
2018 HEALTH CHECK RESULTS

ARMC Skills and Experience



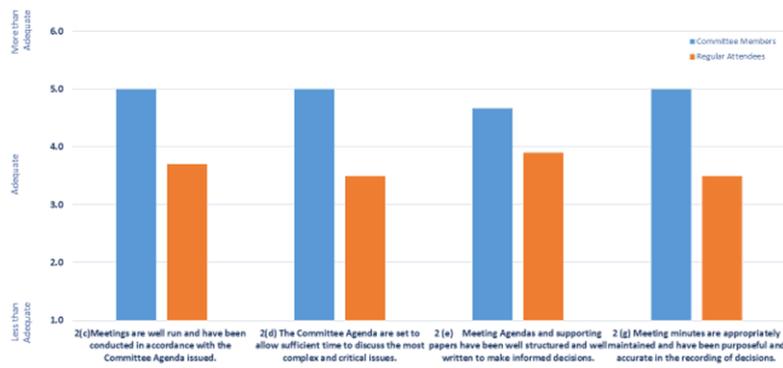
2018 HEALTH CHECK RESULTS

### ARMC Understanding of Council



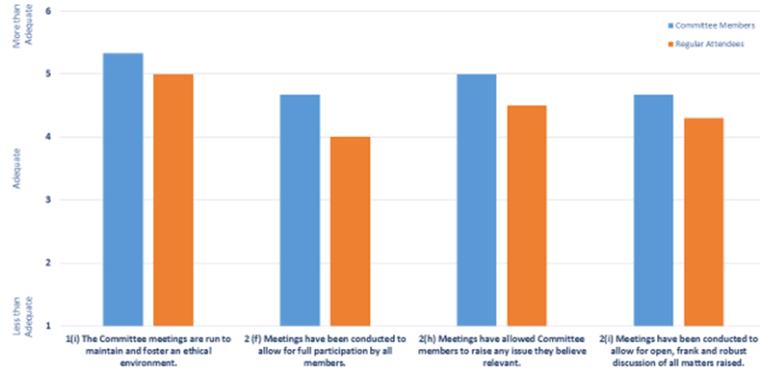
2018 HEALTH CHECK RESULTS

### ARMC Governance



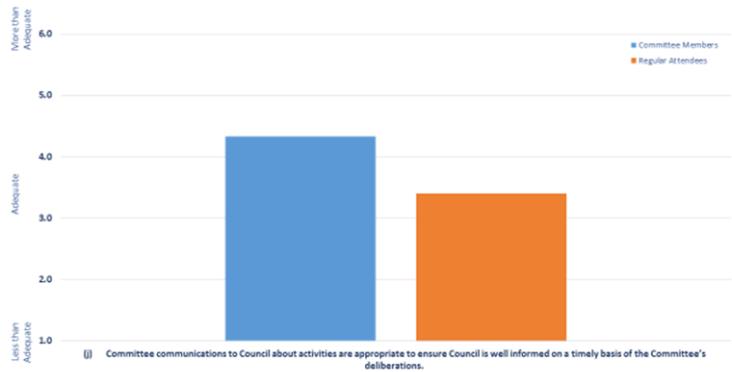
2018 HEALTH CHECK RESULTS

### Leadership by ARMC Chair



2018 HEALTH CHECK RESULTS

### Communications to Council



2018 HEALTH CHECK RESULTS



# DBT8/19 GOVERNANCE REPORT - APRIL 2019 - CYCLICAL REPORT (D19/103994)

## Director Business Transformation

### Corporate Governance

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#### Executive Summary

The Governance Report has been developed as a monthly standing report to Council to provide a single reporting mechanism for a range of statutory compliance, transparency and governance matters.

The Governance Report – April 2019 includes:

- Reports from Committee to Council;
- Assemblies of Councillors records;
- Response to an On Notice item taken at the March 2019 Council meeting;
- Appointment and authorisation to enforce the *Planning and Environment Act 1987*; and
- A request to support a motion for submission to the Australian Local Government Association, National General Assembly.

This report recommends that Council notes the Reports from Committee to Council, Records of Assemblies of Councillors and responses to On Notice items from the 13 March 2019 Council meeting and seeks support for a motion to be submitted to Australian Local Government Association, National General Assembly by the City of Greater Dandenong.

To enforce the *Planning and Environment Act 1987*, a Council officer must be properly authorised. The authority to authorise a Council officer for this purpose is reserved for Council. This report seeks authorisation of four Urban Planners.

#### Officer Recommendation

That Council:

1. Notes the reports from Committees to Council at Attachment 1 to this report.
2. Notes the Records of Assemblies of Councillors held between 1 January and 31 January 2019 at Attachment 2 to this report.
3. Notes the response to a question taken On Notice during question time at the 13 March 2019 Council meeting at Attachment 3 to this report.
4. In the exercise of the powers conferred by section 147(4) of the *Planning and Environment Act 1987* and section 232 of the *Local Government Act 1989*:
  - a) Appoints and authorises the Council staff referred to in the Instruments at Attachment 4, 5, 6 and 7 to this report, as set out in each Instrument.
  - b) Determines the instruments come into force immediately when the common seal of Council is affixed to the instrument and remain in force until Council determines to vary or revoke.
  - c) Authorises the affixing of Council's common seal.
5. Endorses the motion to be submitted to the Australian Local Government Association's National General Assembly, by the City of Greater Dandenong regarding the Status Resolution Support Services program and advises the City of Greater Dandenong of this decision.

## 1. Policy Context

The appointment of Councillors to specific areas of responsibility and committees provides a framework for relationships between Councillors and the administration of Council and reporting back of these committees to Council is an important transparency mechanism.

Section 80A of the *Local Government Act 1989* (the Act) sets out the context in which the Assembly of Councillors Records must be reported to Council.

Section 224 of the *Local Government Act 1989* provides for the appointment of Authorised Officers for the purposes of the administration and enforcement of any Act, regulations or local laws which relate to the functions and powers of the Council.

Under the *Planning and Environment Act 1987* Authorised Officers can only be appointed by Council as this act prohibits delegation of the power to appoint Authorised Officers.

## 2. Background

The Governance Report has been developed as a standing monthly report to Council to provide a single reporting mechanism for a range of statutory compliance, transparency and governance matters.

In accordance with best practice and good governance principles, and to ensure compliance with the requirements of the *Local Government Act 1989* (the Act), the report incorporates matters including reporting of advisory committees, records of Assemblies of Councillors, items relating to the delegation of Council powers, and policy and strategy reporting.

## 3. Issues

### Reports from Committee to Council

#### ***Key issues from Committees to Council***

The minutes and/or a summary of the key issues discussed at the following meetings is provided at **Attachment 1** for Council's information:

- Human Rights Advisory Committee;
- Moreland Libraries Advisory Committee; and
- Friends of Aileu.

### Assemblies of Councillors

An Assembly of Councillors is a meeting of an advisory committee of the Council, if at least 1 Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and 1 member of Council staff which considers matters that are intended or likely to be the subject of a decision of the Council or delegate.

Some examples include Councillor Briefings, meetings with residents/developers/clients/organisations/government departments/statutory authorities and consultations. Councillors further requested that all Assembly of Councillors Records be kept for Urban Planning Briefing meetings, irrespective of the number of Councillors in attendance.

Records of Assemblies of Councillors and Planning Briefings held during the period 1 February to 28 February 2019 are presented at **Attachment 2** for the following meetings:

- Moreland Integrated Transport Strategy and Parking Strategy Briefing – 2 February 2019;
- Brunswick Advisory Committee – 5 February 2019;
- The Coburg Initiative – Coburg Square Oversight Committee – 11 February 2019;
- Councillor Briefing - 18 February 2019;
- Planning Briefing - 25 February 2019;
- The Coburg Initiative – Coburg Square Oversight Committee – 26 February 2019; and
- Human Rights Advisory Committee – 28 February 2019.

### **On Notice response**

During the 13 March 2019 Council meeting, a question was taken On Notice during question time. A copy of Council's response to the question is included at **Attachment 3**.

### **Appointment and Authorisation to enforce the *Planning and Environment Act 1987***

The appointment of Authorised Officers facilitates the administration and enforcement of any Act, regulations or local laws which relate to the functions and powers of the Council. Authorisations are made to specific Council officers in accordance with their roles and responsibilities.

Under the *Planning and Environment Act 1987* Authorised Officers can only be appointed by Council as this Act prohibits delegation of the power to appoint authorised officers.

The Instruments of Appointment and Authorisation at **Attachments 4, 5, 6 and 7** concern four Urban Planners; Nihal Altuntas, Robert De-Sousa-Reay, Danielle Foster and Sam Kretschmer.

### **Support for motion to be submitted to Australian Local Government Association, National General Assembly by the City of Greater Dandenong**

The City of Greater Dandenong has led the work to lobby the federal government against changes to the Status Support Resolution Services (SRSS) for people seeking asylum.

The City of Greater Dandenong has now requested that Council support the following motion for submission to Australian Local Government Association, National General Assembly:

*In light of the burden placed on local governments across Australia to respond to the needs and challenges of people seeking asylum living in our communities who have been cut off from any income, case management and counselling support, the National General Assembly calls on the Australian Local Government Association (ALGA) to facilitate a meeting between the ALGA National President, a representative of the Mayoral Taskforce and the Minister of Immigration, to discuss the necessity and potential next steps and timeframes of how to restore full Status Resolution Support Services (SRSS) benefits to those that have been exited from the program and also those that would have been previously eligible from the program who continue to be in need.*

Council at its meeting of 12 September 2018 (NOM44/18), in part resolved to call on the Federal Government to reverse its position on the rollback of Status Resolution Support Services. Therefore, the support of this motion is in line with Council's current position on this matter.

## Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

### 4. Consultation

Advisory committees provide a valuable communication and consultation link between the organisation, Councillors, Council and the community.

### 5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

### 6. Financial and Resources Implications

There are financial implications associated with this report.

### 7. Implementation

Governance activity, including reports of committees to Council, Assemblies of Councillors and On Notice items, will continue to be reported to Council monthly.

Council officers will advise the City of Greater Dandenong of Councils decision in relation its proposed motion for submission to the Australian Local Government Association, National General Assembly.

## Attachment/s

<a href="#">1</a> ↓	Committee to Council Minutes	D19/103946
<a href="#">2</a> ↓	Assembly of Councillors Record - 1 February 2019 - 29 February 2019	D19/90113
<a href="#">3</a> ↓	On Notice response - Moreland Integrated Transport Strategy	D19/105680
<a href="#">4</a> ↓	Instrument of Appointment and Authorisation - Nihal Altuntas - Urban Planner	D19/116188
<a href="#">5</a> ↓	Instrument of Appointment and Authorisation - Robert De-Sousa-Reay - Urban Planner	D19/116185
<a href="#">6</a> ↓	Instrument of Appointment and Authorisation - Danielle Foster - Urban Planner	D19/116187
<a href="#">7</a> ↓	Instrument of Appointment and Authorisation - Samuel Kretschmer - Urban Planner	D19/116189

<b>Human Rights Advisory Committee - MINUTES</b>	
Date: Thursday, 9 <sup>th</sup> August	Time: 6.00 pm – 8.00 pm      Venue: Moreland City Council Civic Centre
Chair : Cr Natalie Abboud	Convenor : Nelum Buddhadasa
Present: Cr Natalie Abboud, Nalika Peris, Nelum Buddhadasa, , Kimberly Fraser, Peter Smith, Heidi Peart, Mellum Rose, Lisa Marson (BSL) Phillippa Day, Peter Smith, Libby, Jenny Pelstien, Elizabeth Young, Muhammad (Fawkner Community Health) Cr. Sue Bolton, Sue Lopez, Gillian (Merri Health) Asad	
Guests: Will and Meghan (Festivals and Events)	
Apology: None	
Welcome and Introduction	Cr. Natalie Welcome and Introductions
Minutes of the previous meeting	<p>Meeting with councils communications team: Raised issues of access and representation. Agreed to feedback stories communications department to include in publications. Peter hasn't found a website to use as an example, but contacted to WCAG consortium for advice.</p> <p>Invited to attend a meeting of the HRAC, currently understaffed will explore attending next meeting.</p> <p><b>Action:</b> Communications department to attend next HRAC meeting.</p> <p>Minutes of the previous minutes adopted.</p>

Inclusive Festivals project

	<p>Councils Festivals and Events team are exploring how they can support the goals of the human rights policy and reflect these in the work they do. Are currently looking at how they can make their events and festivals more inclusive and accessible within current budget. Action plan for 2018/19 will include the following commitments:</p> <ul style="list-style-type: none"> <li>- Embed provisions for disability access in all project budget lines</li> <li>- Access and Inclusion guidelines will be embedded in project planning documents so that inclusion is considered from the planning phase.</li> <li>- Priority groups for each event (example: Coburg Carnivale, Deaf and hard of hearing programming)</li> <li>- Training for Council staff and venue staff</li> <li>- Ensuring that all marketing materials will be accessible and inclusive.</li> <li>- Evaluation process; asking for feedback to ensure continuous improvement</li> </ul> <p>In addition to this we will now be only programing in accessible venues for Brunswick Music Festival.</p> <p>Feedback:</p> <ul style="list-style-type: none"> <li>- Training needs to be embedded and ongoing</li> <li>- Need to ensure events are evolving so new demographics are supported to attend a variety of events</li> <li>- Need to ensure we consider environmental access, problems with air conditioning at Brunswick Music Festival.</li> <li>- Economic inclusion; need to ensure we have a variety of food options that everyone can afford.</li> <li>- Need to look at providing tickets for groups who may not be able to access ticketed event, particular newly arrived communities.</li> <li>- LGBTIQ: Priority programing in 2018/19 will be at Brunswick Music Festival, however this is the only event that is ticketed and this group experience economic disadvantage. May be worth considering discounted tickets.</li> <li>- Aboriginal and Torres Strait Islander Community: Should consider programming for that group in Glenroy which has a large, active community.</li> <li>- Police liaison officer: Would be good to encourage at Fawkner Community Festival. Could be a good way to build relationships between police and the community. Needs to be meaningful.</li> <li>- (GLBTI Liaison) officers would be good to consider for events also.</li> </ul>
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Statement of Commitment for Women/ and research	<p>Statement of Commitment to Women, will be finalised later this year. Key principles will be circulated, Draft guiding principles will be circulated</p> <p>Feedback:</p> <p>Elizabeth: Community resources that may be useful to know about:</p> <p>Harmony Alliance: Migrant and Refugee Women for Change are leading a national plan to reduce violence against women and their children (family violence) <a href="https://www.dss.gov.au/women/programs-services/reducing-violence/the-national-plan-to-reduce-violence-against-women-and-their-children-2010-2022">https://www.dss.gov.au/women/programs-services/reducing-violence/the-national-plan-to-reduce-violence-against-women-and-their-children-2010-2022</a></p> <p>Natalie Hutchins (State Minister for Women) working on new gender equality act legislation, will be consultations. The Minister will use the outcomes to inform the new Gender Equality Act. Stakeholder forums will be held in regional and metropolitan areas. If you would like to attend please follow this link: <a href="https://gender-equality.eventbrite.com.au">https://gender-equality.eventbrite.com.au</a></p> <p>Mellem -'Bradding Knowledge' With Respect Consortium (Drummond Street, Switch Board, Thornharbour Health)</p> <p><b>Action:</b> Mellem will forward information about the consortium</p>
Social Cohesion Plan	<p>Social Cohesion Plan implementation plan being finalised</p> <p>Action: Nelum to send the draft to everyone.</p>
Reports from working groups	<p><b>Disability Working Group</b></p> <ul style="list-style-type: none"> <li>- Group currently developing a plan for its activities in 2018/19</li> <li>- Group has developed a tip sheet (attached- TRIM link D18/77288) to support people visiting the working group to deliver accessible information and consultations. The tip sheet is also an educational tool.</li> <li>- Hidden disability in particular, we are finding is facing a number of challenges with discrimination.</li> <li>- We have been working on transport in particular looking at the proposed tram stop on the corner of Melville Road and Bell Street. A motion went through rejecting the application.</li> <li>- Disability Working Group keen to meet with PTV to advocate for people with disability.</li> </ul>

- Current Municipal Integrated Transport Strategy (MITS) has had input from the working group.
  - Parking Strategy: also open to consultation.
- Action:** Terms of Reference need to be reviewed, Heidi to add to next Disability Working Group agenda meeting
- Reconciliation Working Group**
- Last meeting was very small, talked about Wurundjeri Games, Ballerit Mooroop feasibility study, and 'Change the Date' which is a standing item.
  - Need to explore the role of this working group. Broader discussion about reconciliation needed.
- Seniors Working Group**
- Still in development, not going ahead at this stage. In development in the positive ageing strategy which will inform future actions.
- Feedback:**
- Need to reach out to ACES Aboriginal Elders Association to recruit members from that group for seniors working group
  - Need to ensure we have representation from different age groups of seniors
  - Need to address that many Aboriginal people are considered seniors at aged 55.
- Action:** Nalika to ensure diversity in any future seniors working group
- United Nations (UN) Safe, Orderly and Regular Migration framework**
- To be adopted in December. Very comprehensive it goes into the factors that force migration, factors of migration, labour laws, detention and access to medical assistance.
- Important for local government to show leadership in this space where the federal/state government are unable or unwilling to act
- Would be good to explore the concept of sanctuary cities.
- Action:** Kim, Elizabeth, Nelum to research and bring back to HRAC

### Recognition Flags

South Sea Islander flag: As a response to Black Birding City of Western Sydney has recognised with flag raising. Is this something we could do? How do we decide which flags are raised, when?

Feedback:

- Flags are a symbol of solidarity we need to represent and recognise people. They are important.
- Need to have input from South Sea Islander community to ensure gesture has meaning.
- Need to review current policy and circulate changes for next meeting.
- Afterwards need to raise this in the chamber.

**Action:** Review flag policy and add recommendations to be discussed at next HRAC meeting

**Action:** To establish a flag raising schedule and investigate possibility of south sea island as part of this, include other communities (rainbow flag)

### Human Rights Day (10<sup>th</sup> of December)

In December there are a number of recognition days including 16 days of violence, Human Rights Day and International Day of People with Disability. Need to explore if or how HRAC thinks Council should recognise these days.

Feedback:

- Identified Human Rights Day is important to the group, more important as it is the 70<sup>th</sup>
- Master classes on subjects, we could really include some activities. Universal Declaration of Human Rights (UDHR)
- Need to ensure that we have enough funding to recognise these events
- Need to make a commitment to doing something bigger and better every year.
- Would be good to get more feedback from residents about human rights.
- Would be good to launch something on this day.
- Social Justice Inclusion forum? Gillian Triggs would have been good.
- Events that appeal to everyone is important, calling something a forum might be intimidating.
- Would be good to ensure everyone could come along.
- Need to look at what other Councils are doing

<p><b>Action:</b> Explore grants available to recognise Human Rights Day and explore what partner organisations will be doing to recognise the event.</p> <p><b>Treaty Update:</b>          Advancing the Treatment of Aboriginal Victorians Treaty Act has been passed. Some community members feel that the treaty process isn't going far enough. People are sceptical of agreements that may be meaningless however others believe that a treaty is really important.          ANTAR is initiating treaty circles in different places. The reconciliation working group want to have one or more circles in Moreland          Byron Council has already endorsed the Uluru statement, this is something local government can do.</p> <p><b>Other Business:</b>          Cr. Bolton: 3ZZZ Radio is having a 30 year anniversary, they have asked for support and I think we should offer it.</p> <p>Feedback:</p> <ul style="list-style-type: none"> <li>- North West FM is also completely un-funded, they also need Council support.</li> <li>- We need to use these stations to promote events</li> </ul> <p><b>Action:</b> Heidi to pass onto festivals team to use community radio to promote events</p> <p>50<sup>th</sup> Anniversary of Turkish people arriving in Australia. Immigration museum are having an exhibition, we are hoping to bring part of the exhibition to Moreland.</p> <p><b>Action:</b> Nelum to update on Immigration Museum exhibition</p> <p>Proud2play: Update needed on where we are up to with the project. Currently waiting on information from Proud2play who will report back to Council staff with recommendations. Once we know which actions we can take we will circulate with members of the group</p> <p>Action: Proud2play actions to be circulated to HRAC</p> <p>Merri Health are part of a Women of Urdu group in Fawkner hosting the Mena Bazaar on the 18<sup>th</sup> of August.</p> <p><b>Action:</b> Gillian to share the information with the group.</p>	<p>Next Meeting:          To be confirmed</p>
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**MINUTES - Human Rights Advisory Committee**

<b>Date:</b> 08/11/18	<b>Time:</b> 6-8pm	<b>Location:</b> Concert Hall, 90 Bell Street Coburg
<b>Attendees:</b>	Present: Cr Natalie Abboud, Nalika Peiris, Nelum Buddhadasa, Kimberly Fraser, Peter Smith, Philippa Day, Libby Gott, Muhammad Nisar Uj Murtaza (Fawkner Community Health), Jillian Dent (Merri Health), Donna Stoddart, Helen Matthews, Sam Citroen	
<b>Apologies:</b>	Elizabeth Young, Assad Khan, Lisa Marson, Sue Lopez Atkinson	
<b>Chairperson:</b>	Cr Natalie Abboud	
<b>Standing Agenda Items</b>	<b>Discussion/Action/Agreement</b>	<b>Action items</b>
<b>Welcome</b>	Acknowledgement of Country by Chair	Chair
<b>Introductions</b>	Round Table Introductions	All

D18/435292



**MINUTES - Human Rights Advisory Committee**

<p><b>Actions from previous Minutes</b></p>	<ul style="list-style-type: none"> <li>• Invite staff from Communications department <i>Nalika confirmed communications staff not able to attend this time</i></li> <li>• Social Cohesion implementation plan to be circulated with agenda <i>Nalika informed all that currently in the process of awarding Social Cohesion Grants</i></li> <li>• UN Safe, orderly and Regular Migration Framework- Nelum Elizabeth and Kim research and report back <i>Kim updated on UN Framework (we can symbolically sign, though it is designed for Nation States)</i></li> <li>• Proud 2 Play –actions to be Circulated to HR advisory <i>This report was sent with agenda</i></li> <li>• Flag Policy – provide policy frame work, find out about possibility for raising South Sea Islander flag- Flag protocol – link attached <i>Natalie spoke on flag protocol specifics and possibilities for what is needed in terms of motions and requests, time periods, regularity, publicity</i></li> <li>• Disability Working Group Terms of Reference to be reviewed <i>DWG not met since last meeting awaiting new Disability Planner who will start on Nov 19<sup>th</sup></i></li> <li>• Explore opportunities for celebrating world Human Rights Day <i>Nelum sent out a request for community happenings for Human Rights Day 2018</i></li> <li>• 50<sup>th</sup> Anniversary of Turkish community in Coburg <i>Circulated by Nelum with agenda.</i></li> <li>• Bradding Knowledge Consortium - Mellum to forward information about the consortium</li> </ul>		<p>Nalika</p>
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D18/435292



**MINUTES - Human Rights Advisory Committee**

	<p><i>Mellum not present to speak on this.</i></p> <p>Update by Sam Citroen &amp; Natalie Abboud – currently up for November meeting, then open for consultation with IWD 2019 aiming to launch.</p> <p>Concern/questions around involvement with White Ribbon</p> <p>Donna and Peter brought up possibility of partners being business', other community orgs, schools, etc so it is truly whole-of-community approach.</p> <p>Oxygen are currently undertaking a survey at the moment.</p> <p>Visual representation/infographics as part of this, and how to make the stats visible?</p> <p>Men's Health issues link</p> <p>Int'l lesbian day (Oct 8<sup>th</sup>) – does Council recognise this?</p> <p>De-box the approach and be mindful of not focusing on "women" and caught in gender norms – in need of generational change/social change. This is a long-term vision and journey.</p> <p>Natalie suggested that we thank all involved in drafting</p>		
<p><b>Moreland Gender Equality Statement</b></p>		<p>All are welcome to submit feedback and should do so via the website.</p>	<p>Sam/Nalika</p>

D18/435292



**MINUTES - Human Rights Advisory Committee**

<p><b>Report back from Network Meetings</b></p>	<p><u>Disability Network</u>                  Peter reported back. The group have not met since the last meeting. Also mentioned that Council are recruiting a position for 3hr per week for a person with a disability. A great start to changing perceptions and understanding within Council. Peter currently Chairs the DWG but will possibly in future rotate with others in the group.                  Natalie – news from the Chamber: Cr Martin has submitted a motion to receive a report re Council branded store window sticker program for toilet use, etc as well as grant program to retro-fit for access.                  Helen – Yarra Trams need to have accessible trams, otherwise the tram stops don't mean anything.                  Natalie – PTV are currently fighting in VCAT so will not discuss this with Council.  <u>Reconciliation Working Group</u>                  Nalika updated on status of group – informed that re-visiting an action plan which lapsed in 2016 with the advent of the human rights framework that Council took on with the Policy launch.                  Jan 26 standing item regarding what Council do and how to mark this, especially regarding citizenship ceremony that will take place. Whose story is it to tell? A conversation is the best start.                  Capacity building for external groups – what is Council's role and how are protocols met?                  Wurundjeri Games/MOU/future of relations between the Councils.</p>		
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D18/435292



**MINUTES - Human Rights Advisory Committee**

	<p>Natalie – Local Government Mayoral Taskforce update on SRSS program – refugee/asylum seeker funding cuts.</p> <p>Donna – BSL could share resources on this.</p> <p>Northern Alliance is working on triage of assistance</p> <p>Consultation/Community Engagement Policy – how do we best make sure that we are capturing feedback.</p> <ul style="list-style-type: none"> <li>- Easy/Simple English</li> <li>- Use pictures/infographics</li> </ul> <p>Peter to propose that DWG meet monthly</p> <p>Joint meeting not to go ahead due to transitions with working groups.</p> <p>Coburg BSL NDIS office has a great MoreArt exhibition so please come and visit– also pop up op shop</p> <p>Libby discussed national sexual harassment inquiry consultations and offered a ticket to the LGBTIQQA+ session – Helen to take.</p> <p>Agenda items for future – a standing item to be the Human Rights Implementation Plan and possibly public consultations on the Have your Say Council website. TOR also needs reviewing and members to be recruited.</p>		
	<p><b>Other Business</b></p>	<p>Libby to send Helen (forward via email) the ticket</p> <p>Scope a proposed Implementation Framework/Plan to be discussed at next meeting – this to be a standing item.</p> <p>TOR review must be on next agenda.</p>	<p>Libby</p> <p>Libby</p> <p>Libby</p>

D18/435292



**MINUTES - Human Rights Advisory Committee**

Agenda Items:	Discussion/Action/Agreement	Action items	Responsible Officer / Timeframe
<b>Next Meeting:</b>	Date to be confirmed – next year but will have a gathering before end of 2018	Council Officers will propose some dates and venues for end of year gathering ASAP.	Nelum/Libby
<b>Thank you and Close</b>	Meeting close 7.12pm		

D18/435292



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## MORELAND LIBRARIES ADVISORY COMMITTEE

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### Minutes of the meeting held on Tuesday 4 December 2018 at the Coburg Library

The meeting commenced at 6.30 pm

**Present:** Brian Kays (elected Chair), Mary Dalmau, Malcolm McIlvena, Cr Dale Martin, Parsu Sharma Luitai, Joy Villalino, Georgina Earl (Unit Manager Library Services)

#### 1. Apologies

Ruth Baxter, Genimaree Panozzo, Tessa Keegal

Moved Joy Villalino, Seconded Malcolm McIlvena

#### 2. Welcome and Introductions

Brian welcomed the committee to the last meeting for 2018. The committee were introduced to Cr Martin and Cr Martin was welcomed to his first meeting as councillor representative.

#### 3. Confirmation of Minutes of the Special Meeting held on 25 September 2018

Moved Parsuram Sharma Luitai, Seconded Malcolm McIlvena

**Carried**

#### 4. The Year in Review

Georgina Earl briefed the committee on highlights over the year in building improvements, collections, staff training and programs.

Brian Kays proposed that the committee thank Council for funding the recent refurbishment at Coburg Library.

Moved Malcolm McIlvena, Seconded Parsuram Sharma Luitai

**Carried**

D18/468230

## 5. Updates

Georgina Earl provided updates on;

### *Draft Library Services Strategy 2019-2023*

The Draft Library Services Strategy has been presented to the Moreland Executive Group and subsequently presented at a Councillor briefing. The Report will now be presented at the December Council Meeting for approval of a further period of Community Consultation prior to finalization of the document for approval at the February council meeting.

### *Libraries After Dark*

This has been a successful gambling harm prevention program delivering outcomes in social cohesion and community strengthening. A commitment for further State Government funding for this initiative has been made for the next four years. It is hoped that the program will be extended to other Council areas with high loss pokie venues while continuing to operate in Moreland, Hume, Darebin and Whittlesea. Work is currently underway to determine the future of the LAD project for the four years from July 2019.

## 6. Suggested Guest speakers for 2019

The following suggestions were received from the committee;

- Social Media Library Staff
- Wheatsheaf Hub – planners, designers or architects
- Library staff from the Read More team
- Library staff from the Digital Services to report back on the Be Connected, Get Online and Bridging the Digital Divide initiatives
- Kyleigh Langrick, winner of the 2017 Barrett Reid Scholarship to report back on her study tour and work on a Design Thinking Toolkit for Australian Public Libraries

## 7. 2019 Meeting Dates

The following dates were proposed; February 12<sup>th</sup>, May 14<sup>th</sup>, August 13<sup>th</sup>, November 12<sup>th</sup>

As the Council Meeting will be held on February 13<sup>th</sup>, another Tuesday in February would be preferable. Tuesday, 19<sup>th</sup> or Tuesday 26<sup>th</sup> February to be considered as alternative meeting dates.

The Chairman thanked the Committee members for their ongoing input during 2018. He also wished them a safe and happy Festive Season.

Meeting closed 7.15pm

Next meeting: TBC February 2019

D18/468230



**Friends of Aileu Community Committee: Meeting Minutes 04/12/18  
Final (adopted at FACC meeting 05/03/19)**

<b>Date</b>	<b>Tuesday 4 December 2018</b>
<b>Venue</b>	<b>Moreland Civic Centre</b>
<b>1</b>	<b>Introduction</b>
1.1	<b>Committee Chair</b>
	Cr Joseph Haweil and Cr Karen Sherry agreed that Cr Sherry would take Hume City Council's turn in the role of Committee Chair for the next 12 months.
1.2	<b>Welcome</b>
	Cr Karen Sherry opened the meeting, welcoming participants with an Acknowledgement of Country. Attendees introduced themselves. <b>Action:</b> Project Officer. Agreed that Acknowledgement of Country would be a regular feature of future meetings.
1.3	<b>Attendance</b>
	<u>Hume City Council:</u> Cr Karen Sherry, Cr Joseph Haweil <u>Community members:</u> Richard Brown, Anne Jungwirth, Gary Jungwirth, Mark Higginbotham, John Rutherford, Glenyys Romanes <u>Hume City Council:</u> Julie Andrews <u>Project Officer:</u> Chris Adams
1.3	<b>Apologies</b>
	<u>Moreland City Council:</u> Cr Annalivia Carli Hannan <u>Partner organisations:</u> Ben Walta and Jane Burns (CERES), Martin Hall (Dental Health Services Victoria), Patricia Vickers Rich (Prime Sci!, Monash & Swinburne), <u>Community members:</u> Helena Grunfeld, Paul O'Sullivan, Heather McGrath, Fran Mackieson
1.4	<b>Resignation of Rae Kingsbury</b>
	The meeting noted the resignation of Ms Rae Kingsbury from the position of Honorary Consul for Timor-Leste in Victoria. The meeting expressed its thanks for her efforts and congratulations and on her achievements in that position and in her previous roles with VLGA including with the Observer Delegation to the East Timor Popular Consultation of August 1999, in subsequent Election Observer Missions and Australia Timor-Leste Friendship Conferences, her work with Abel Guterres, Salustiano Freitas and others in the establishment of various friendship groups, as Friends of Aileu's first Project Officer, as A Darebin City Councillor, and as founding convenor of the Australia Timor-Leste Friendship Network. <b>Motion:</b> Moved J Haweil / A Jungwirth – Passed. Project Officer to prepare a card for signing by Friends of Aileu members for presentation to Rae along with a gift (up to \$50

	value).
1.5	<b>Passing of Salustiano Freitas</b>
	<p>The meeting noted with sadness the recent passing of Salustiano Freitas, an activist who arrived in Australia from East Timor as a refugee in 1975, contributed greatly to establishment of various friendship groups, and worked tirelessly as an active member of the East Timorese diaspora and a mentor to Timor-Leste students in Australia particularly with Victoria University, as a member of Friends of Baucau and a frequent participant in Friends of Aileu activities.</p> <p><b>Action:</b> <u>Project Officer</u>. Details of the memorial service to be advised once finalised and a condolences card be prepared for signature by those who knew Salustiano.</p>
2	<b>Minutes of Previous Meeting</b>
2.1 - 2.3	<p>Minutes of the previous meeting (Attachment 1 to agenda) and status updates on Action Items were noted.</p> <p><b>Motion:</b> Minutes be accepted (R Brown / G Jungwirth) – Passed.</p>
3	<b>Evaluation Working Group and Project Reference Group</b>
3.1	<b>Project Reference Group</b>
	<p>Richard Brown and Glenyys Romanes reported on the Project Reference Group, which</p> <ul style="list-style-type: none"> <li>• Met on 1 November to provide input to the calendar of proposed Friends of Aileu activities for 2019 and on the media project and other activities for the 20<sup>th</sup> anniversary celebration in May 2020.</li> <li>• Is scheduled to meet again on Thursday 6 December.</li> </ul> <p><b>Action:</b> <u>Project Officer/Gary Jungwirth</u>. The meeting agreed that Gary Jungwirth would join the Project Reference Group.</p>
3.2	<b>20<sup>th</sup> Anniversary Activities</b>
	<p>The Project Officer provided an update on progress with preparations for 20<sup>th</sup> anniversary celebration in May 2020 including discussions with a recommended prospective journalist/filmmaker (Thom Cookes) and discussions with Moreland and Hume City Council (including at the East Timor Partnership Project Liaison Group meeting of 18 October) seeking budget cover for second half of 2018/19 and for 2019/20 (estimated total of \$25,000).</p> <p>The possibility of a state-wide celebratory event (perhaps under the auspices of Australia Timor-Leste Friendship Network) in May 2020 was also noted, with Judith Warren MP having been involved in early discussions attended by Gary Jungwirth</p> <p><b>Action:</b> <u>Project Officer</u>. It was agreed that:</p> <ol style="list-style-type: none"> <li>a) Friends of Aileu would continue with plans for its own event, possibly being less formal (in view of the likely state-wide event), and possibly being conducted at the refurbished Broadmeadows Town Hall.</li> <li>b) The Aileu Municipal Administrator, Mr Joao Tilman do Rego, and a civil society representative be invited to visit in May 2020, including to participate in this event</li> <li>c) Friends of Aileu could offer Coburg Town Hall as a potential venue for the state-wide event, possibly a one-day conference, and explore interest in combining this</li> </ol>

	<p>event with the 2020 Maurice Blackburn Oration.</p> <p>d) METAC, TAV and ETSA should be invited to contribute to preparatory discussions for these celebrations.</p>
3.3	<b>Some Key Events for 2019</b>
	<b>Saturday 16 March or a Saturday in April (date TBC):</b> Fundraiser for Aileu youth art project at Brunswick Zebras.
	<b>Sunday 31 March:</b> Fundraiser for school and community garden and water supply projects, with Ego Lemos performing, at CERES Pavilion.
	<p><b>Friday 10 May:</b> 19<sup>th</sup> anniversary dinner and forum, with Pat Walsh as a keynote speaker, at Hume Global Learning Centre, Broadmeadows.</p> <p><b>Action:</b> <u>Project Officer</u> to arrange invitation for Mrs Victoria do Rego, Aileu Municipal Secretary, to visit Moreland and Hume in May 2019, including to attend the anniversary event.</p>
	<b>Tuesday 11 or 18 or Thursday 13 or 20 June (date TBC subject to suitable film):</b> Film fundraiser, possibly at Westgarth Cinema
	<b>30 June to 14 July:</b> CERES Global visit to Dili, Atauro and Aileu
	<p><b>8-12 July:</b> Possible Friends of Aileu delegation to Aileu</p> <p><b>Action:</b> <u>Project Officer.</u> Prepare notes for Cr Haweil and Cr Sherry to use in considering seeking Council approval for travel</p> <p><b>Action:</b> <u>Other Friends of Aileu members/supporters.</u> Please advise Project Officer if you are interested in participating in:</p> <ul style="list-style-type: none"> <li>• a FoA delegation (8-12 July)</li> <li>• in the prior parts of the CERES global visit (Dili and Atauro 30 June-7 July).</li> </ul>
	<p><b>Friday 16 August:</b> Trivia Night university scholarship fundraiser at Coburg Town Hall</p> <p><b>Action:</b> <u>Project Officer &amp; Gary Jungwirth.</u> Seek suitable MC(s)</p>
3.4	<b>Friends of Aileu Community Committee meetings for 2019</b>
	<p><b>Action:</b> <u>Project Officer.</u> It was agreed that there would be 5 meetings for 2019, starting with a 6:00 pm supper prior to the 6:30-8:30 pm meeting:</p> <ul style="list-style-type: none"> <li>• Tuesday 5 March at MCC Coburg, with Kose Nehan presentation by Dr Martin Hall, DHSV</li> <li>• Tuesday 7 May at HCC, Broadmeadows, with presentation on Renew and sustainable energy in Timor-Leste by Harry Andrews, Renew (formerly ATA)</li> <li>• Tuesday 23 July at MCC, Coburg</li> <li>• Tuesday 3 September at HCC, Broadmeadows</li> <li>• Tuesday 12 November at MCC, Coburg</li> </ul>
<b>4</b>	<b>Finance and Fundraising</b>
4.1	Budget and Financial Summary to 30 November (Attachment A to these Minutes) was tabled and discussed
4.2	<b>Recommendation:</b> Note Budget and Financial Summary to 30 November

	<b>Motion:</b> Moved R Brown / J Haweil - Passed
<b>5</b>	<b>Celebrating some recent and ongoing activities</b>
5.1-5.17	The Project Officer spoke to a series of photographs illustrating many of the recent and ongoing projects (refer to PDF attached to these Minutes)
<b>6</b>	<b>Upcoming Activities and Events</b>
6.1	<u>Coburg Night Markets</u> : Fridays 07/12, 14/12 & 21/12 – volunteers needed for stall
6.2	<u>Carols by the Lake</u> : Saturday 08/12 – volunteers needed to assist with stall and sales from Coffee United's coffee van
<b>7</b>	<b>Other Business</b>
	Nil
The meeting closed at 8:20 pm	
<b>Next Meeting:</b> Tuesday 5 March, 6:00 pm for 6:30-8:30 pm, Moreland Council Chambers,	

ASSEMBLY OF COUNCILLORS RECORD

1 February 2019 to 28 February 2019

An Assembly of Councillors is a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be:

- the subject of a decision of the Council; or
- subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee.

Assembly of Councillors does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139 of the *Local Government Act* a club, association, peak body, political party or other organisation.

Assembly details	Councillor attendees	In	Out	Officer attendees	Matters discussed	Conflict of interest disclosures
<p><b>Moreland Integrated Transport Strategy and Parking Strategy Briefing</b></p> <p>2 February 2019</p>	<p><b><u>In Attendance</u></b>                      Cr Abboud                      Cr Bolton                      Cr Carli Hannan                      Cr Dorney                      Cr Irfanli                      Cr Kavanagh                      Cr Riley                      Cr Tapinos</p> <p><b><u>Apologies</u></b>                      Cr Davidson                      Cr Martin Cr Yildiz JP</p> <p><b><u>Absent</u></b>                      Nil</p>	<p>6 pm                      7 pm                      6 pm                      6 pm                      6 pm                      6 pm                      6 pm                      6 pm</p>	<p>8.43 pm                      8.42 pm                      8.43 pm                      8.43 pm                      8.20 pm                      8.43 pm                      8.43 pm                      8.43 pm</p>	<p>Nerina Di Lorenzo                      Liz Rowlands                      Arden Joseph                      Grant Thorne                      Phil Priest                      Sue Vujcevic                      Joseph Tabacco                      Alex Sheko                      Lee Dowler</p>	<ul style="list-style-type: none"> <li>• Moreland Integrated Transport Strategy and Parking Strategy Briefing</li> </ul>	<p>Nil</p>
<p><b>Brunswick Advisory Committee</b></p> <p>5 February 2019</p>	<p><b><u>In Attendance</u></b>                      Cr Dorney                      Cr Riley</p> <p><b><u>Apologies</u></b>                      Nil</p> <p><b><u>Absent</u></b>                      Nil</p>	<p>5 pm                      5 pm</p>	<p>6 pm                      6 pm</p>	<p>Marie Claire O'Hare                      Will Coogan</p>	<ul style="list-style-type: none"> <li>• Framing the work through the Brunswick Action Plan and the Key Projects Update</li> <li>• Anstey Village Walkaround</li> </ul>	<p>Nil</p>
<p><b>The Coburg Initiative – Coburg Square Oversight Committee</b></p> <p>11 February 2019</p>	<p><b><u>In Attendance</u></b>                      Cr Abboud                      Cr Martin                      Cr Tapinos</p> <p><b><u>Apologies</u></b>                      Cr Irfanli</p> <p><b><u>Absent</u></b>                      Nil</p>	<p>4 pm                      4 pm                      4.20 pm</p>	<p>5 pm                      5 pm                      4.36 pm</p>	<p>Nerina Di Lorenzo                      Joseph Tabacco                      Marie Claire O'Hare                      Liz Nairn</p>	<ul style="list-style-type: none"> <li>• Level Crossing Removal Authority Masterplan Progress Update</li> <li>• Revised program and next steps</li> </ul>	<p>Nil</p>

Assembly details	Councillor attendees	In	Out	Officer attendees	Matters discussed	Conflict of interest disclosures
<p><b>Councillor Briefing</b> 18 February 2019</p>	<p><b><u>In Attendance</u></b> Cr Abboud Cr Bolton Cr Carli Hannan Cr Davidson Cr Kavanagh Cr Martin Cr Riley Cr Tapinos</p> <p><b><u>Apologies</u></b> Cr Dorney Cr Irfanli Cr Yildiz JP</p> <p><b><u>Absent</u></b> Nil</p>	<p>pm pm pm pm pm pm pm pm</p>	<p>pm pm pm pm pm pm pm</p>	<p>Nerina Di Lorenzo Liz Rowlands Arden Joseph Grant Thorne Phil Priest Sue Vujcevic Joseph Tabacco Marie Claire O'Hare Richard Tolliday Mark Hughes Glen Kennedy Clare Potten</p>	<ul style="list-style-type: none"> <li>Gender Equality</li> <li>Draft Zero Carbon Action Plan 2020-2025 and Climate Emergency</li> <li>Moreland Integrated Transport Strategy (MITS)</li> <li>Councillor Planning Day preparation session</li> <li>Audit and Risk Management Committee update</li> <li>Municipal Association of Victoria election</li> </ul>	<p>Nil</p>
<p><b>Planning Briefing</b> 25 February 2019</p>	<p><b><u>In Attendance</u></b> Cr Abboud Cr Carli Hannan Cr Davidson Cr Dorney Cr Kavanagh Cr Martin Cr Riley</p> <p><b><u>Apologies</u></b> Cr Bolton Cr Tapinos Cr Yildiz JP</p> <p><b><u>Absent</u></b> Cr Irfanli</p>	<p>6 pm 6 pm 6.54 pm 6 pm 6 pm 6 pm 6 pm</p>	<p>7.16 pm 7.16pm 7.16 pm 7.16 pm 7.16 pm 7.16 pm 7.16 pm</p>	<p>Mark Hughes Narelle Jennings Darren Camilleri Lachlan McGowan</p>	<ul style="list-style-type: none"> <li>1-5 Weston Street, Brunswick - Planning Application MPS/2018/518</li> <li>21, 23, 25 Northumberland Road, Pascoe Vale - Planning Application MPS/2018/471</li> </ul>	<p>Nil</p>
<p><b>The Coburg Initiative – Coburg Square Oversight Committee</b> 26 February 2019</p>	<p><b><u>In Attendance</u></b> Cr Abboud Cr Martin</p> <p><b><u>Apologies</u></b> Cr Irfanli Cr Tapinos</p> <p><b><u>Absent</u></b> Nil</p>	<p>6 pm 6.05 pm</p>	<p>7.15 pm 7.15 pm</p>	<p>Nerina Di Lorenzo Joseph Tabacco Marie Claire O'Hare Liz Nairn</p>	<ul style="list-style-type: none"> <li>Feasibility Program and assumptions</li> <li>Preliminary Development Concept</li> <li>Level Crossing Removal Authority Masterplan Progress Update</li> </ul>	<p>Nil</p>

Assembly details	Councillor attendees	In	Out	Officer attendees	Matters discussed	Conflict of interest disclosures
<p><b>Human Rights Advisory Committee</b></p> <p>28 February 2019</p>	<p><b><u>In Attendance</u></b> Cr Riley</p> <p><b><u>Apologies</u></b> Nil</p> <p><b><u>Absent</u></b> Nil</p>	5.55 pm	8.05 pm	<p>George Paris Sam Citroen Libby Gott Nalika Peiris</p>	<ul style="list-style-type: none"> <li>• Report back from Disability Network and Reconciliation Working Group meeting:</li> <li>• Organisational re-structure update</li> <li>• Refresh of purpose of Advisory Group and intersectionality approach</li> <li>• Advisory Committee Terms of Reference review</li> <li>• Implementation Plan - Human Rights Policy in practice</li> <li>• Maurice Blackburn Oration 2020 - background and future planning</li> </ul> <p><i>Updates:</i></p> <ul style="list-style-type: none"> <li>• Notice of Motion</li> <li>• January 26th</li> <li>• Social cohesion</li> <li>• Gender equality</li> <li>• Midsumma Festival</li> </ul>	<p>Nil</p>

**From:** Phillip Priest

**Sent:** Wednesday, 13 March 2019 8:18 PM

**To:** [REDACTED]

**Cc:** Troy Delia <TDelia@moreland.vic.gov.au>; Jodie Watson <JWatson@moreland.vic.gov.au>; EADCF - Catherine <eadcf@moreland.vic.gov.au>

**Subject:** Question at 13 March 2019 Council Meeting

**Why is the east end of Moore Street not flagged for 2P in its entirety?**

Hi Helen, thank you once again for your question at tonight's Council meeting.

I have now had an opportunity to review the MITS website <https://www.moreland.vic.gov.au/about-us/projects/transport-and-parking-projects/transport-strategy/mits-consultation-map/>

The map included on the above webpage clarifies the Neighbourhood Activity Centre boundary "in orange" as it applies to the eastern end of Moore Street. You will see from this map that only the very first block "The Nicholson" lies within the Neighbourhood Activity Centre which is the location within which 2P parking restriction would apply should the MITS be approved by Council tonight.

The MITS does however provide for the ability to extend 2P parking to streets experiencing parking pressure. Should you wish the parking restrictions to be further extended along Moore Street I suggest that you consult with other residents in the street to gauge the level of the support. Upon a written request to Council the Transport team will commence the process to consider whether it would be appropriate to extend the 2P parking restrictions along the eastern side of Moore Street.

I hope this answers your question.

Kind regards,

**Phillip Priest**

Acting Director City Futures | Moreland City Council

90 Bell Street Coburg 3058 | Locked Bag 10 Moreland 3058

Ph 9240 1248





Moreland City Council

## **Moreland City Council**

### **Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)**

S11A Instrument of Appointment and Authorisation (Planning and Environment Act 1987)

10 April 2019

**Instrument of Appointment and Authorisation**

In this instrument 'officer' means

- **Nihal Altuntas; Urban Planner**

**By this instrument of appointment and authorisation Moreland City Council –**

1. under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against the Acts and regulations described in this instrument.

**It is declared** that this instrument –

- (a) comes into force immediately upon its execution;
- (b) remains in force until:
  - (i) varied or revoked, or
  - (ii) the officer's employment by Moreland City Council ceases.

This instrument is authorised by a resolution of the Moreland City Council on 10 April 2019.

The COMMON SEAL of )  
MORELAND CITY COUNCIL )  
was affixed on April 2019 )  
with the authority of the Council:

.....  
Chief Executive Officer

.....  
Councillor



Moreland City Council

**Moreland City Council**

**Instrument of Appointment and Authorisation**

***(Planning and Environment Act 1987)***

**Instrument of Appointment and Authorisation**

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- **Robert De-Sousa-Reay; Urban Planner**

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- **Danielle Foster; Urban Planner**

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Moreland City Council

**Moreland City Council**

**Instrument of Appointment and Authorisation**

***(Planning and Environment Act 1987)***

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- **Samuel Kretschmer; Urban Planner**

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**EMF11/19 FINANCIAL MANAGEMENT REPORT FOR THE PERIOD  
ENDED 28 FEBRUARY 2019 - CYCLICAL REPORT  
(D19/80394)**

**Executive Manager Finance**

**Finance Management**

---

**Executive Summary**

This report presents the Financial Management Report for the financial year to date (YTD) period ending 28 February 2019.

Council has developed and implemented a financial strategy of generating small surpluses to reinvest in much needed infrastructure projects.

The YTD Income Statement shows that Council is \$6.5 million better than the revised forecast. This comprises overall revenues having ended \$2.6 million better than forecast and overall expenditures having ended \$3.9 million better than forecast.

Council has spent \$42.8 million in capital expenditure which is \$13.2 million more than forecast. This is an increase compared to the same time last year (YTD February 2018) when the actual spend was \$27.9 million. The overspend is primarily due to the unbudgeted purchase of properties totalling \$20.4 million. The delay in capital expenditure of \$7.2 million is primarily project timing. It is anticipated the majority of capital projects will be completed by the end of the financial year, with a small number requiring funds to be carried forward to the 2019/20 financial year.

**Officer Recommendation**

That Council notes the Financial Management Report for the period ended 28 February 2019 at Attachment 1 to this report.

## 1. Policy Context

This report supports Council's continuing commitment to open and accountable management of the financial resources of Moreland on behalf of its ratepayers.

## 2. Background

The Financial Management Report at **Attachment 1** provides Council's financial statements for the year to date (YTD) period ending 28 February 2019. The actual results are compared to the revised forecast which includes carry forwards.

## 3. Issues

Council ended February 2019 with a surplus operating result of \$29.4 million which is \$6.5 million (28%) better than the YTD budget of \$22.9 million.

Significant variance explanations below identify where the current YTD variances are expected to be a timing issue or permanent by 30 June 2019. A timing variance is a current difference between actual result and budget which is expected to be resolved before the end of the financial year. A permanent variance is a current difference between actual result and budget which will continue to the end of the financial year.

The main items contributing to the overall variance are:

### Revenue

- **Statutory fees and fines** ended \$0.9 million better than budget primarily due to new foot patrol areas, better staff management and use of sensor relay technology.
- **Operating grants** ended \$0.7 million better than budget primarily due to grants received earlier than expected.
- **Other revenue** ended \$0.7 million better than budget primarily due to funding from VicRoads for Blackspots, revenue from LXRA works, and unbudgeted valuation funding from SRO (permanent).

### Expenditure

- **Employee Benefits** are \$2.3 million (4%) less than budget.
  - The variance relates primarily to roles that have been vacant for part of this year.
- **Contracts, Materials and Services** are \$1.2 million less than budget primarily due to:
  - Consultants and professionals ended \$0.7 million favourable, primarily due to several favourable variances in operating projects (timing).

### Capital Projects – Capital Expenditure (CAPEX)

The CAPEX program YTD has an actual spend of \$42.8 million which is \$13.2 million more than the YTD budget of \$29.6 million. This is predominately due to the unbudgeted purchase of properties totalling \$20.4 million. The delay in capital expenditure of \$7.2 million is primarily project timing. It is anticipated the majority of capital projects will be completed by the end of the financial year, with a small number requiring funds to be carried forward to the 2019/20 financial year.

### Cash

Cash assets are \$116 million at 28 February 2019. This is a \$10.3 million increase on 30 June 2018 cash levels. Cash fluctuates frequently over the year due to several factors including the timing of payments and receipts. The third rates instalment was due on the 28 February 2019, which saw an increase in cash holdings.

### **Solvency assessment**

Council's liquidity ratio (Current assets divided by current liabilities) is 2.0 as at 28 February 2019. The Victorian Auditor-General's Office recommends that this ratio be 1.5 or higher. This ratio is a positive result and shows that Council is in a strong solvency position.

### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

## **4. Consultation**

The Finance and Business Systems Branch has prepared this report based on information provided by managers and reviewed by directors.

## **5. Officer Declaration of Conflict of Interest**

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## **6. Financial and Resources Implications**

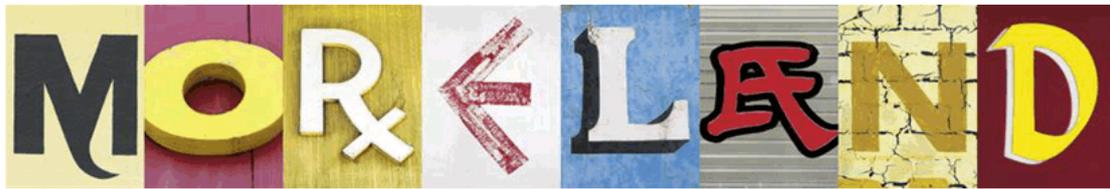
The overall corporate objective is to deliver the 2018/2019 budget with the best possible outcome for Council and the community and in line with the approved revised forecast targets.

## **7. Implementation**

The financial position of Council will continue to be monitored and managed.

### **Attachment/s**

- [1](#) Financial Report - February 2019 D19/105213



## **MORELAND CITY COUNCIL**

### **COUNCIL FINANCE REPORT Eight Months Ended February 2019**

This report incorporates changes resulting from the organisation wide restructure. This restructure saw the creation of two departments (Business Transformations and Engagement & Partnership) and the closing of two departments (Corporate Services and Organisation Development).

### Executive Summary

For the eight months ended February 2019 Council achieved a surplus operating result of \$29.4M which is \$6.5M (28%) better than the YTD budget of \$22.9M. This comprises overall revenues having ended with \$143.3M which is \$2.6M (2%) better than the YTD budget of \$140.7M and overall expenditures having ended with \$114M which is \$3.9M (3%) less than the YTD budget of \$117.9M.

The main reasons for this favourable variance to YTD budget are:

#### Revenue

Statutory Fees & Fines ended \$933K (12%) favourable primarily due to Parking Fine revenue which was \$593K (13%) favourable against YTD budget due to a range of factors:

- Trialling two new additional foot patrol areas (Coburg CBD and Glenroy CBD);
- Changing the way we issue clearway infringements to improve efficiency;
- Daily patrols of five schools (morning and afternoon); and,
- Better management of staff by working with them one-on-one;
- Implementation of Standard Operating Procedures;
- Improvements in team culture; and
- Rollout of sensor relay technology.

Grants Operating ended \$721M (7%) favourable due to receiving the CHSP grant Personal Care and Meals on Wheels earlier than anticipated (timing). As well as receiving unbudgeted growth funding of \$284K in Domestic Assistance.

Other Revenue ended \$754K (19%) favourable primarily due to:

- (a) Funding from VicRoads for Blackspots (\$83K);
- (b) An invoice has been raised to LXRA (Local Crossings Rail Authority) to contribute to the costs associated with level crossing works within the municipality (\$70K);
- (c) Unbudgeted funding from the State Revenue Office for Centralised Annual Valuations (\$78K);
- (d) Better than anticipated maternity leave reimbursements (\$111K) and Long Term Workcare (\$43K) which is offset against expenditure.

#### Expenditure

Employee Benefits are \$2.3M (4%) less than budget.

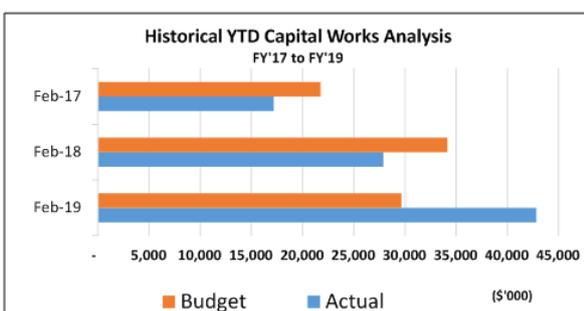
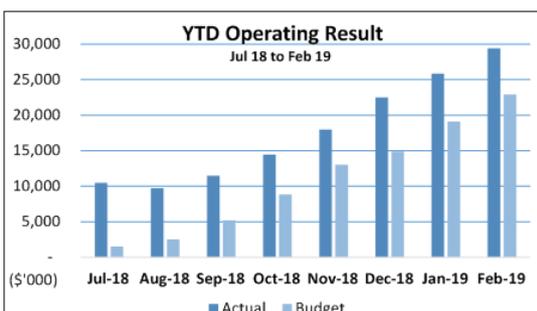
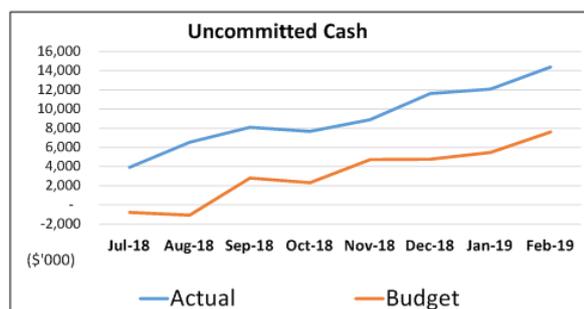
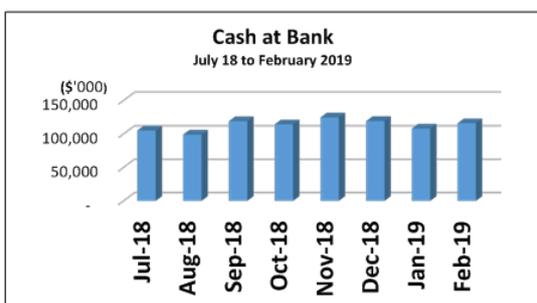
The variance is related to higher than anticipated vacancies throughout the whole organisation.

Contracts, Materials and Services are \$1.2M (3%) less than budget primarily due to:

- (a) A number of favourable variances in operating projects (\$408K favourable);
- (b) Anticipated savings of \$282K within the IT budget;
- (c) Works relating to Open Space Maintenance was completed later than anticipated; anticipated invoices for works on Playground Equipment Maintenance (\$142K) and Parks Maintenance (\$83K) to be received in March.

Council has spent \$42.8M on capital expenditure which is \$13.2M or 44% more than the YTD budget of \$29.6M. This variance comprises unbudgeted property purchases totalling \$20.4 million. If we isolate the 'unbudgeted' property purchases the capital expenditure is tracking at \$22.4M which is \$7.2M under budget.

Cash assets are \$115.7 million at 28 February 2019. This is a \$10.3 million increase on 30 June 2018 cash levels. The third rates instalment was due at the end of February resulting in a large increase in cash.



**MORELAND CITY COUNCIL**  
**Consolidated Income Statement (Base & Opex)**

YTD Variance (\$)	YTD Variance (%)
when >= 0.15 when <= 0.15 & > -0.01 when < -0.01	when >= 0.15 when <= 0.15 & > -0.1 when < -0.1

**Eight Months Ended February 2019**

Full Year Revised Budget	Revenue & Expenditure	NOTES	YTD Actual (\$'000)	YTD Budget (\$'000)	YTD Variance (\$'000)	YTD Variance (%)	Forecast (\$'000)
	<b>Revenue</b>						
151,780	Rates and Charges		101,699	101,711	(13)	-1%	151,780
11,934	Statutory Fees and Fines	1	8,994	8,061	933	9%	12,334
5,402	User Fees		3,380	3,528	(148)	2%	5,402
13,734	Contributions Monetary		9,026	9,140	(115)	-1%	13,734
15,472	Grants Operating	2	11,299	10,578	721	7%	15,458
3,471	Grants Capital		3,258	3,131	127	4%	4,136
7,630	Other Revenue	3	5,854	5,101	754	19%	7,789
328	Contributions Non Monetary		913	328	585	2%	913
404	Asset Sales		(1,103)	(825)	(278)	0%	1,103
<b>209,347</b>	<b>Total Revenue</b>		<b>143,321</b>	<b>140,754</b>	<b>2,567</b>	<b>2%</b>	<b>210,443</b>
	<b>EXPENDITURE</b>						
87,892	Employee Benefits	4	58,093	60,345	2,252	4%	87,892
65,221	Contracts, Materials & Services	5	37,049	38,295	1,246	3%	64,743
25,432	Depreciation Expense		16,343	16,954	611	4%	25,432
1,377	Bad & Doubtful Debts		917	918	1	0%	1,377
1,358	Finance Costs		924	905	(19)	-2%	1,358
691	Other Expenses		585	434	(150)	-35%	691
<b>181,971</b>	<b>Total Expenditure</b>		<b>113,911</b>	<b>117,851</b>	<b>3,940</b>	<b>3%</b>	<b>181,493</b>
<b>27,375</b>	<b>SURPLUS / (DEFICIT)</b>		<b>29,410</b>	<b>22,903</b>	<b>6,507</b>	<b>28%</b>	<b>28,949</b>

**VARIANCE NOTES:**

- Statutory fees & fines ended \$933K favourable primarily due to Parking Fine revenue which was \$593K (13%) favourable against YTD budget due to a range of factors:
  - Trialling two new additional foot patrol areas (Coburg CBD and Glenroy CBD);
  - Changing the way we issue clearway infringements to improve efficiency;
  - Daily patrols of five schools (morning and afternoon); and,
  - Better management of staff by working with them one-on-one;
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- Grants operating ended \$721K favourable due to receiving the CHSP grant Personal Care and Meals on Wheels earlier than anticipated (timing). As well as receiving unbudgeted growth funding of \$284K in Domestic Assistance.
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**Expenditure**

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- Contracts, Materials and Services are \$1.2M (3%) less than budget primarily due to:
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  - Works relating to Open Space Maintenance was completed later than anticipated; anticipated invoices for works on Playground Equipment Maintenance (\$142K) and Parks Maintenance (\$83K) to be received in March.

**Moreland City Council**  
**Balance Sheet**  
**As at 28 February 2019**

	NOTES	February 2019 (\$'000)	February Budget 2018-19 (\$'000)	Variance to budget (\$'000)	Prior Year June 2018 (\$'000)	Movement Since 30 June 2018 (\$'000)
<b>ASSETS</b>						
<b>Current assets</b>						
Cash Assets		115,712	82,591	33,121	105,405	10,307
Receivables	1	68,565	67,686	879	20,293	48,272
Other Assets		3,364	1,369	1,995	1,558	1,806
<b>Total current assets</b>		<b>187,641</b>	<b>151,646</b>	<b>35,996</b>	<b>127,256</b>	<b>60,385</b>
<b>Non current assets</b>						
Investments		34,544	34,544		34,544	
Property, Plant & Equipment	2	2,092,883	2,103,373	(10,490)	2,068,231	24,652
<b>Total non-current assets</b>		<b>2,127,426</b>	<b>2,137,917</b>	<b>(10,490)</b>	<b>2,102,775</b>	<b>24,652</b>
<b>Total Assets</b>		<b>2,315,068</b>	<b>2,289,562</b>	<b>25,506</b>	<b>2,230,031</b>	<b>85,037</b>
<b>LIABILITIES</b>						
<b>Current Liabilities</b>						
Payables						
Payables		20,438	20,406	(32)	13,475	6,963
Revenue Received in Advance	3	49,916	50,243	327	818	49,098
Provisions		21,501	22,602	1,102	21,654	(153)
<b>Total current liabilities</b>		<b>91,855</b>	<b>93,251</b>	<b>1,396</b>	<b>35,947</b>	<b>55,908</b>
<b>Non current Liabilities</b>						
Non Current Liabilities		37,047	37,039	(8)	37,766	(719)
<b>Total non current Liabilities</b>		<b>37,047</b>	<b>37,039</b>	<b>(8)</b>	<b>37,766</b>	<b>(719)</b>
<b>Total Liabilities</b>		<b>128,902</b>	<b>130,290</b>	<b>1,389</b>	<b>73,712</b>	<b>55,189</b>
<b>Net Assets</b>		<b>2,186,166</b>	<b>2,159,272</b>	<b>26,894</b>	<b>2,156,318</b>	<b>29,848</b>
<b>EQUITY</b>						
<b>Reserves</b>						
Asset Revaluation Reserves		1,500,589	1,500,589		1,500,589	
General Reserves		66,082	72,184	(6,103)	69,231	(3,149)
<b>Total Reserves</b>		<b>1,566,671</b>	<b>1,572,773</b>	<b>(6,103)</b>	<b>1,569,820</b>	<b>(3,149)</b>
<b>Surplus</b>						
Accumulated Surplus		619,496	586,499	32,997	586,499	32,997
<b>Total Accumulated Surplus</b>		<b>619,496</b>	<b>586,499</b>	<b>32,997</b>	<b>586,499</b>	<b>32,997</b>
<b>Total Equity</b>		<b>2,186,166</b>	<b>2,159,272</b>	<b>26,894</b>	<b>2,156,318</b>	<b>29,848</b>

**NOTES to MOVEMENTS SINCE JUNE 2018:**

**1. Receivables** - This movement primarily represents the balance of outstanding debtors for annual rates revenue. This is offset by income received in advance in the Payables grouping below.

**2. Property, Plant & Equipment** - Primarily as a result of several property purchases and sales.

**3. Revenue Received in Advance** - The majority of this movement represents 8/12ths of the rate revenue recorded as income received in advance. This is offset by rate debtors in the receivables grouping above.

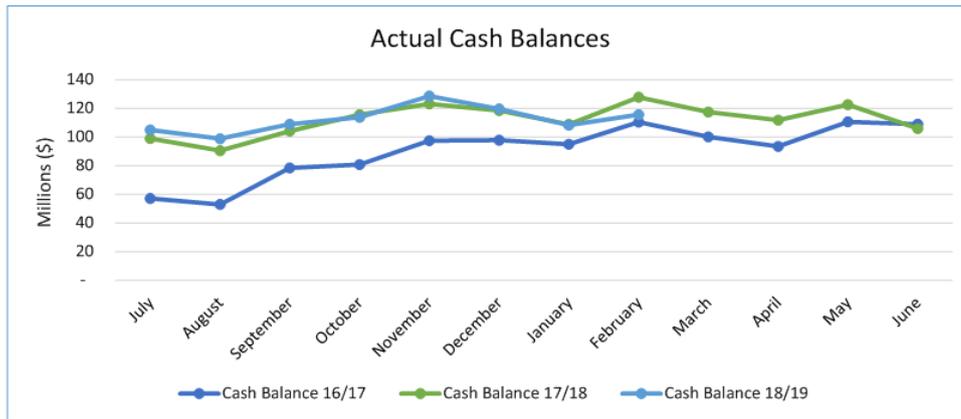
**Moreland City Council**  
**Cashflow Statement**  
***Eight Months Ended February 2019***

	NOTES	YTD February 2019 (\$'000)	YTD February Budget 2018-19 (\$'000)	Variance to budget (\$'000)
<b>Cash flows from operating activities</b>				
<b>Receipts</b>				
Rates and charges		109,920	102,251	7,669
User fees		4,820	3,528	1,292
Statutory fees and fines		7,231	7,796	(565)
Grants		12,420	10,578	1,842
Grants - capital		3,577	3,131	446
Contributions - Cash (operating & capital)		10,627	9,581	1,046
Interest		2,243	2,145	98
Other receipts (includes rents & reimbursements)		2,703	1,918	785
Tax / Trust funds		5,697	7,081	(1,384)
		<b>159,238</b>	<b>148,009</b>	<b>11,229</b>
<b>Payments</b>				
Employee costs		(64,222)	(60,345)	(3,877)
Materials and consumables		(41,488)	(27,160)	(14,328)
Utilities		0	0	0
Other payments		(51)	(54)	3
		<b>(105,761)</b>	<b>(87,559)</b>	<b>(18,202)</b>
<b>Net cash provided by (used in) operating activities</b>		<b>53,477</b>	<b>60,450</b>	<b>(6,973)</b>
<b>Cash flows from investing activities</b>				
Proceeds from sale of property, infrastructure, plant and equipment		1,211	100	1,111
(Purchase) / Proceeds of sale of financial assets		0	0	0
Payments for investment property		0	0	0
Payments for property, infrastructure, plant and equipment		(42,910)	(29,647)	(13,263)
Deposits movement (includes trust monies and deposits held)		0	0	0
<b>Net cash provided by (used in) investing activities</b>		<b>(41,699)</b>	<b>(29,547)</b>	<b>(12,152)</b>
<b>Cash flows from financing activities</b>				
Finance costs		(752)	(905)	153
Proceeds from borrowings		0	0	0
Repayment of borrowings		(719)	(727)	8
<b>Net cash provided by (used in) financing activities</b>		<b>(1,471)</b>	<b>(1,632)</b>	<b>161</b>
<b>Net increase / (decrease) in cash &amp; cash equivalents</b>		<b>10,307</b>	<b>29,271</b>	<b>(18,964)</b>
<b>Cash Position **</b>				
Non-restricted Cash at 1 July 2018		49,405	49,405	0
Restricted Cash at 1 July 2018		56,000	56,000	0
<b>Cash &amp; cash equivalents at beginning of financial year</b>		<b>105,405</b>	<b>105,405</b>	<b>0</b>
Non-restricted Cash at close of period		59,712	78,676	(18,964)
Restricted Cash at close of period		56,000	56,000	0
<b>Cash &amp; cash equivalents at end of reporting period</b>		<b>115,712</b>	<b>134,676</b>	<b>(18,964)</b>
<b>Net increase / (decrease) year to date</b>		<b>10,307</b>	<b>29,271</b>	<b>(18,964)</b>

**Moreland City Council**  
**Underlying Result Analysis**  
***Eight Months Ended February 2019***

Adopted Budget (\$'000)		YTD Actuals (\$'000)	YTD Budget (\$'000)	YTD Variance (\$'000)	YTD (%)	Forecast (\$'000)
29,873	Surplus for the Year	29,410	22,903	6,507	28%	28,949
<b>29,873</b>	<b>Surplus/Deficit</b>	<b>29,410</b>	<b>22,903</b>	<b>6,507</b>	<b>28%</b>	<b>28,949</b>
	<b><u>Less Capital Income</u></b>					
(2,181)	Capital Grants	(3,258)	(3,131)	(127)	4%	(4,136)
(12,604)	Capital Contributions Next Year Projects	(9,026)	(9,140)	115	-1%	(13,734)
0	Capital Contributions Current Year Projects	0	0	0	0%	0
0	Non-monetary contributions	0	0	0	0%	(913)
0	Assets Sales	1,103	825	278	34%	1,103
<b>(14,785)</b>	<b>Total Capital Income</b>	<b>(11,181)</b>	<b>(11,447)</b>	<b>266</b>	<b>-2%</b>	<b>(17,680)</b>
<b>15,088</b>	<b>Underlying Result</b>	<b>18,229</b>	<b>11,456</b>	<b>6,773</b>	<b>59%</b>	<b>11,269</b>
	<b><u>Less Transfers &amp; Other</u></b>					
12,113	Tfr to Reserves	0	0	0	0%	12,113
(693)	Tfr from Reserves to Operating	0	0	0	0%	(693)
1,083	Loan Principal Repayments	719	722	(3)	0%	1,083
0	Carry Forwards processed into FY20	0	0	0	0%	256
0	Capital to Operating	0	0	0	0%	(5,000)
4,678	Additional Rates Funded CAPEX	3,119	3,119	0	0%	3,556
<b>17,181</b>	<b>Total Transfers &amp; Other</b>	<b>3,838</b>	<b>3,841</b>	<b>(3)</b>	<b>0%</b>	<b>11,314</b>
<b>(2,093)</b>	<b>Underlying Cash Result</b>	<b>14,391</b>	<b>7,615</b>	<b>6,776</b>	<b>89%</b>	<b>(45)</b>

**Moreland City Council - Cash & Investments**  
**Eight Months Ended February 2019**



Bank	Type of account	Interest Rate	S & P short term rating	Amount (\$'000)
Westpac	Transaction	1.25%	A-1+	\$ 8,401
Com'wealth Bank (CBA)	Transaction	1.25%	A-1+	\$ 4,476
Com'wealth Bank (CBA)	At call	1.50%	A-1+	\$ 4,000
				<b>\$ 16,877</b>

Bank & Term (Months)	Maturity date	Interest Rate	S & P short term rating	Amount (\$'000)	Ratio	
Bank West - 9	23-Aug-19	2.70%	A-1+	\$ 3,000	3.04%	
Bendigo Bank -9	26-Nov-19	2.60%	A-2	\$ 4,000	9.12%	
Bendigo Bank -9	23-Aug-19	2.65%	A-2	\$ 4,000		
Bendigo Bank -6	03-Jul-19	2.65%	A-2	\$ 1,000		
BOQ - 9	01-Jul-19	2.75%	A-2	\$ 2,500		
BOQ - 9	01-Jul-19	2.75%	A-2	\$ 2,000	12.66%	
BOQ - 6	27-May-19	2.75%	A-2	\$ 4,000		
BOQ - 6	27-May-19	2.75%	A-2	\$ 4,000		
IMB - 6	19-Aug-19	2.65%	A-2	\$ 3,000		
IMB - 3	28-May-19	2.60%	A-2	\$ 1,500	14.18%	
IMB - 6	27-May-19	2.65%	A-2	\$ 4,000		
IMB - 3	02-May-19	2.65%	A-2	\$ 3,500		
IMB - 6	01-Apr-19	2.65%	A-2	\$ 2,000		
ME Bank - 9	15-Nov-19	2.75%	A-2	\$ 2,000		
ME Bank - 4	26-Jun-19	2.70%	A-2	\$ 2,000	20.26%	
ME Bank - 3	27-May-19	2.55%	A-2	\$ 3,000		
ME Bank - 3	13-May-19	2.75%	A-2	\$ 2,000		
ME Bank - 3	29-Apr-19	2.75%	A-2	\$ 4,500		
ME Bank - 3	11-Apr-19	2.75%	A-2	\$ 3,000		
ME Bank - 4	26-Mar-19	2.65%	A-2	\$ 3,500		
NAB - 4	26-Jun-19	2.60%	A-1+	\$ 2,000		
NAB - 4	07-May-19	2.72%	A-1+	\$ 3,700	12.36%	
NAB - 4	30-Apr-19	2.72%	A-1+	\$ 2,000		
NAB - 6	04-Mar-19	2.63%	A-1+	\$ 4,500		
Suncorp - 9	25-Nov-19	2.60%	A-1	\$ 4,000		
Suncorp - 6	10-Jul-19	2.75%	A-1	\$ 4,000	28.37%	
Suncorp - 3	27-May-19	2.55%	A-1	\$ 4,000		
Suncorp - 6	27-May-19	2.70%	A-1	\$ 4,000		
Suncorp - 5	11-Apr-19	2.65%	A-1	\$ 3,000		
Suncorp - 5	28-Mar-19	2.65%	A-1	\$ 2,000		
Suncorp - 3	12-Mar-19	2.72%	A-1	\$ 3,000		
Suncorp - 3	06-Mar-19	2.65%	A-1	\$ 4,000		
				<b>\$ 98,700</b>		<b>100%</b>

Minor Cash Accounts (eg, NAB holding account & Petty Cash)

**\$ 135**

**Cash at Bank & Investment Total**

**\$ 115,712**

Moreland City Council

Capital Projects

Eight Months Ended February 2019

By Department and Branch

YTD Variance (\$)	YTD Variance (%)
● when >0.15	● when >0.15
● when <0.15 & >-0.1	● when <0.15 & >-0.1
● when <-0.1	● when <-0.1

Full Year Revised Budget (\$'000)	Department Branch	NOTES	2016/17 February YTD Actuals (\$'000)	2017/18 February YTD Actuals (\$'000)	2018/19 YTD Actuals February (\$'000)	2018/19 YTD Revised Budget February (\$'000)	2018/19 YTD Variance February (\$'000)	2018/19 YTD Percentage Variance February (%)	Current Outstanding Commitments (\$'000)
<b>45,631</b>	<b>Grand Total</b>		<b>17,175</b>	<b>27,877</b>	<b>42,824</b>	<b>29,647</b>	<b>(13,177)</b>	<b>-44%</b>	<b>16,470</b>
0	Chief Executive Officer Manage								
	Finance		113	691	20,734	0	(20,734)	-100%	13
<b>0</b>	<b>Total Chief Executive Officer Manage</b>		<b>113</b>	<b>691</b>	<b>20,734</b>	<b>0</b>	<b>(20,734)</b>	<b>-100%</b>	<b>13</b>
	Community Development Department								
4,669	Community Wellbeing		667	2,116	3,317	3,554	236	0%	964
50	Aged & Community Support		0	0	0	0	0	100%	0
1,212	Cultural Development		601	690	803	802	(1)	200%	386
<b>5,931</b>	<b>Total Community Development Department</b>		<b>1,269</b>	<b>2,806</b>	<b>4,120</b>	<b>4,356</b>	<b>235</b>	<b>5%</b>	<b>1,349</b>
	City Infrastructure Department								
0	Director City Infrastructure		0	1	0	0	0	0%	0
5,679	Roads, Fleet & Waste		1,351	2,863	2,452	3,051	600	20%	2,425
3,925	Open Space & Street Cleansing		1,325	1,770	1,239	2,573	1,333	52%	1,700
0	Strategic Trans & Compliance		2	0	0	0	0	0%	0
21,666	Capital Works Delivery		10,299	17,169	10,922	14,370	3,449	24%	8,964
<b>31,270</b>	<b>Total City Infrastructure Department</b>		<b>12,976</b>	<b>21,803</b>	<b>14,613</b>	<b>19,994</b>	<b>5,381</b>	<b>27%</b>	<b>13,089</b>
	Business Transformations								
0	Organisational Performance		0	99	0	0	0	0%	0
906	Information Technology (CIO)		239	347	109	454	345	0%	0
500	Corporate Governance		87	79	18	300	282	0%	8
<b>1,406</b>	<b>Total Business Transformations</b>		<b>326</b>	<b>526</b>	<b>128</b>	<b>754</b>	<b>627</b>	<b>83%</b>	<b>8</b>
	City Futures								
4,590	City Change		1,485	1,026	2,101	3,112	1,011	32%	832
0	City Development		0	7	0	0	0	0%	0
2,383	City Strategy & Design		758	966	1,065	1,380	315	23%	1,178
<b>6,974</b>	<b>Total City Futures</b>		<b>2,244</b>	<b>1,999</b>	<b>3,166</b>	<b>4,493</b>	<b>1,326</b>	<b>30%</b>	<b>2,010</b>
	Engagement & Partnerships								
0	Places		197	2	13	0	(13)	-100%	0
50	Economic Development		50	50	50	50	0	0%	0
<b>50</b>	<b>Total Engagement &amp; Partnerships</b>		<b>247</b>	<b>52</b>	<b>63</b>	<b>50</b>	<b>(13)</b>	<b>-27%</b>	<b>0</b>

## Procurement Delegations Report

*Eight Months Ended February 2019*

Contract Description	Contract Number	Start date	Delegation Exercised	TOTAL Contract Value (Ex GST)
<i>Coburg City Oval Public Realm Improvements - Civil and Landscape Stages 2/3</i>	728T	7-Jan-19	CEO (Acting)	\$496,475
<i>Sewell Reserve Sports Field Floodlight Upgrade</i>	735T	4-Mar-19	CEO	\$390,200
<i>Fawkner Synthetic Soccer Pitch Renewal, John Fawkner College</i>	743T	1-Apr-19	CEO	\$551,463
<i>Charles Mutton Pavilion Refurbishment</i>	756T	1-Mar-19	Director City Infrastructure	\$330,747
<i>Landells Road Drainage Upgrade Works, Pascoe Vale</i>	759T	4-Mar-19	Director City Infrastructure	\$192,110
<i>Fit for Purpose Assessment Model within the CASIMO system</i>	Q13460	4-Mar-19	Manager City Strategy	\$48,460

## DCI3/19 CONTRACT - FUEL CARD SERVICES (D19/106172)

### Director City Infrastructure

### Roads Fleet and Waste

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#### Executive Summary

Fuel is used in all Council's vehicles and mechanical equipment required to support the delivery of services that Council provides to its citizens and to meet Council's strategic objectives in the Council Plan 2017-2021. While Council has been purchasing electric vehicles and equipment, it still requires fuel supply to plant vehicles and equipment.

Council wishes to enter into a contract regarding Fuel Card services using the Municipal Association of Victoria (MAV) as a tendering agent. Whilst the contract was tendered for many aspects relating to fuel supply, delivery and other services, Council will only enter into Category 2 of the contract 'Fuel Card Services'. The tender was advertised from 19 July 2017, closing 29 August 2017, and evaluated the tender responses in accordance with the criteria outlined in Appendix C of the Recommendation Report (Attachment 1). The contract commenced in February 2018, meaning that Council will be joining it one-year post commencement. This means that the initial 3-year term of the contract, becomes two years for Council.

26 submissions were received, 15 relating directly to fuel card services. Out of the 15 fuel card services submissions, 9 were recommended for the Victorian market.

3 suppliers are being recommended for approval to provide alternatives to achieve the best offers through the contract.

Establishment of this panel contract allows for the transition from the current contract relating to fuel card services, upon its expiry.

The tender complies with Section 186 of the *Local Government Act 1989*.

This report details the evaluation of the tender submissions received for Fuel Card Services.

#### Recommendation

That Council:

1. Accepts the Schedule of Rates Tender for the provision of fuel card services as per Category 2 of this contract from:
  - a) BP Australia;
  - b) Caltex Australian Petroleum Pty, Ltd; and
  - c) United Petroleum.

and awards a preferred supplier contract for fuel card services, for a period of 2-years, plus extension options for a maximum period of 2-years, exercisable at the sole discretion of the Principal.

2. Authorises the Director City Infrastructure to do all things necessary to execute the contracts for the provision of bulk fuels.
3. Advises the Municipal Association of Victoria (MAV) of Council's decision in this matter.

## REPORT

### 1. Policy Context

This report is in keeping with Council's commitment to accountability and sound financial management. It also addresses the requirement under Section 186 of the *Local Government Act 1989*, which requires Council to conduct a public tender for services where the contract value is more than \$150,000 for goods and services as well as the policy commitments contained in the Procurement Policy.

### 2. Background

Council wishes to enter into a contract regarding Fuel Card, using the Municipal Association of Victoria (MAV) as a tendering agent. Whilst the contract was tendered for many aspects relating to fuel supply, delivery and other services, Council will only enter into Category 2 of the contract 'Fuel Card Service', as current bulk fuel supply and delivery is covered under contract 2003-0107.

Fuel is used in all Council's vehicles and mechanical equipment required to support the delivery of services that Council provides to its citizens and to meet Council's strategic objectives in the Council Plan 2017-2021.

The tender was advertised from 19 July 2017, closing 29 August 2017, and evaluated the tender responses in accordance with the criteria outlined in Appendix C of the Recommendation Report (**Attachment 1**), with 26 submissions received 15 relating directly to fuel card services. Out of the 15 fuel card services submissions, 9 were recommended for the Victorian market. The establishment of this panel contract, allows for the transition from the current contract relating to fuel card services, upon its expiry.

The tender was assessed against weighted criteria:

<b>Sub Criteria – Including but not limited to:</b>
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Relative experience and network – 40%
---------------------------------------

- |   |
|---|
| <ul style="list-style-type: none"><li>i. Complete and upload the attached document provided 'Part M - Supply Matrix' to highlight current and past Local Government customers and nominate Local Government customers that you have the capability to service. Highlight the category of goods or services provided (i.e. Bulk Fuel, Fuel Card Services and/or Oils, Lubes and Vehicle Care Products) (Attachment 'Supply Matrix' provided in the WALGA Provider Portal).</li><li>ii. Provide a summary of your organisation's distribution network relevant to each participating NPN state. This should include details of the size and location of any agents, subsidiaries, affiliates or resellers that make up your distribution network. Highlight any resellers/distributors of your product that do not form part of your official distribution network and are therefore not a party to your NPN offer.<br/><br/>For fuel card services, in addition, please provide a list and map of fuel service stations accepting your card under the Contract relative to each participating NPN State. This should include any arrangements your organisation has in place where the fuel cards will be accepted at other brand outlets.</li><li>iii. Provide at least 2 examples of similar supply contracts completed in the past 2 years for each nominated category. Include customer name, contract date and period, and details of the supply.</li></ul> |
|---|

<b>Sub Criteria – Including but not limited to:</b>
<b>Product and Service Delivery – 30%</b>
<ul style="list-style-type: none"> <li>i. Provide a written overview of the products and services you are able to provide if successful under this contract in your nominated categories of Fuel Card Services, Oils and Lubricants, and/or Bulk Fuel. This may include standards, benefits and/or efficiencies of your product and/or service.</li> <li>ii. If you are able to provide bulk fuel infrastructure and goods such as fuel storage and dispensing equipment, please nominate this here, describing the lease, pay back or pricing options that can be provided.</li> <li>iii. Provide a summary of any quality management systems, including quality control and/or quality assurance that your organisation has in place.</li> </ul>
<b>Customer Service – 20%</b>
<ul style="list-style-type: none"> <li>i. Detail your service delivery processes that will ensure a high level of service and quality for your nominated categories. Include in your response an overview of your ability to manage service deliveries in the case of an emergency situation.</li> <li>ii. Provide details of your organisations facilities available to customers placing orders i.e. online ordering facilities.</li> </ul>
<b>Corporate Social Responsibility – 10%</b>
<ul style="list-style-type: none"> <li>i. How does your organisation minimise its impact on the environment?</li> <li>ii. How does your organisation ensure its staff are treated fairly and their safety assured?</li> <li>iii. How does your organisation ensure its business is conducted ethically?</li> <li>iv. How does your organisation manage its impact on the community in which it operates?</li> <li>v. How does your organisation manage sustainability impacts in its supply chain and contracted parties?</li> </ul>

Being this is an MAV contract, criteria may not align specifically to those in the Moreland Procurement Policy, in relation to specific criteria names or specific information obtained through them.

Due to the variability of fuel pricing, it is recommended that a panel of suppliers be engaged as Council may negotiate and be flexible in selecting any of the nominated suppliers.

### 3. Issues

15 submissions related directly to fuel card service during the tendering process, with 9 been nominated for the Victorian market.

Tenderer Name	Victorian Market
Puma Energy	Yes
BP Australia	Yes
Caltex Australian Petroleum Pty, Ltd	Yes
Gulf Engineering & Constructions Pty Ltd	No
L H Perry & Sons Pty Ltd	No
Liberty Oil Corporation	Yes
Lowes Petroleum Services	Yes
Marano Enterprises Miallo Pty Ltd	No
Puma Energy Australia	No
Reliable Petroleum Pty Ltd	Yes
Trinity Petroleum Services Pty Ltd	No
Tropic Petroleum	No
United Petroleum	Yes
Viva Energy Australia	Yes
WEX Australia Pty, Ltd	Yes

During the life of the contract, Council may negotiate and be flexible in selecting any of the nominated suppliers, depending on fluctuating fuel prices.

Council currently engage BP Australia for fuel card services who provide quality service however, two alternate suppliers will be recommended for approval to provide alternate options should they be required, based on discounts offered through the contract.

Establishment of this panel contract allows for the transition from the current contract relating to fuel card services, upon its expiry.

#### **Social/environmental/local implications**

Diesel fuel contributes to high emissions within the environment. Council's recently adopted Light Vehicle Policy seeks to phase out diesel in light commercial vehicles within its fleet. Whilst this is the case, there is still current fleet requiring this fuel source to operate.

#### **Human Rights Consideration**

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

### 4. Consultation/Recommendation from Management

The areas of Council likely to be impacted were consulted during the tender process.

### 5. Declaration of Conflict of Interest

Council officers, external consultants and all other parties involved in the preparation of this report have no conflict of interest in this matter.

### 6. Financial and Resources Implications

The current allocated base budget for fuel card services is more than \$750,000 annually. All costs associated with the supply and delivery of bulk fuels, is covered through this base budget allocation.

## 7. Implementation and Timeline

Entering into this contract allows for Fuel Card services to be provided under contract for an initial 2-years, with another 2-year extension option. This is due to the fact this contract commenced in February 2018, one year before Council is entering into it. The contract will therefore, be reviewed for extension in 2021.

It is proposed that the Director of City Infrastructure be authorised to do all things necessary to execute the contract/s and any other required documentation.

The contracts will commence as soon as possible following Council's decision.

### Attachment/s

- 1 Contract NPN 1.17 Fuel Card Services - Recommendation Report D19/106177

*Pursuant to sections 77(2)(c) and 89(2)(d) this attachment has been designated as confidential by the Chief Executive Officer because it relates to contractual matters.*

# NOM12/19 FEE WAIVER GLENROY ARTS GROUP (D19/110933)

Cr Helen Davidson

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## 1. Background

Cr Davidson's background:

Glenroy Arts Group has been displaying their works of art at the Pascoe Vale Community Hall for several years. The Glenroy Arts Group have been operating for approximately 50 years and have appreciated council's support of the fee waiver of the Pascoe Vale Neighbourhood Facility for their yearly art exhibition.

This years exhibition is to occur on 3 May to 5 May 2019 and the organisers are unable to pay the cost of the hall hire. The majority of members are pensioners. The Glenroy Arts Group does not charge for the exhibition and there is no entrance fee. There is a small fee charged for morning tea, however, this fee would not be able cover the fee of the hall hire for the two days. They also have a yearly raffle drawn and the proceeds go to a charity. Last year the proceeds went to the Red Cross to help the farmers.

## 2. Policy Context

Officer's comments:

The intended benefits of Council's community venue hire spaces include:

- Strengthening of our community through connections and opportunities for enhanced participation in public life and community groups;
- Contribute to the social, cultural, environmental and economic development of our community; and
- Achieve higher levels of social cohesion for our multicultural, established and newly arrived community, by fostering opportunities for shared learning and celebration.

This event is in line with the intended benefits of Council's community spaces.

The Council managed community venues policy recognises the legitimacy of charging fees for use of community facilities. There is a provision in the policy for Council to reduce fees, stating 'any discretion to reduce fees or provide additional subsidy due to hardship is subject to consideration by the Council prior to the event.'

## 3. Financial Implications

Officer's comments:

The total value of venue hire for this event is estimated at \$345, based on 10 hours per day, for three days at \$11.50 per hour. In addition, there is a standard refundable bond of \$281.35 usually payable by hirers.

## 4. Resources Implications

Officer's comments:

There are no additional implications beyond the loss of revenue through the fee waiver.

## Motion

That Council waive the full cost of the hall hire fee for art exhibitions held by the Glenroy Arts Group in the Pascoe Vale Neighbourhood Facility in 2019.

# NOM13/19 WAIVER OF HALL HIRE FEES FOR WEST PAPUAN COMMUNITY CD LAUNCH (D19/112393)

Cr Sue Bolton

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## 1. Background

Cr Bolton's background:

Council has had a history of supporting the West Papuan and East Timorese struggles for independence. Moreland has joined other Councils around Australia in raising the West Papuan Morning Star flag. The West Papuan community is a refugee community with ties to the local area. It is a new and very small community with limited resources.

This motion is to request the waiver of fees associated with the booking of Brunswick Town Hall for the West Papuan community to launch their CD of Pacific music. The music focuses on the West Papua struggle, with the themes of freedom and peace.

## 2. Policy Context

Officer's comments:

The intended benefits of Council's community venue hire spaces include:

- Strengthening of our community through connections and opportunities for enhanced participation in public life and community groups;
- Contribute to the social, cultural, environmental and economic development of our community; and
- Achieve higher levels of social cohesion for our multicultural, established and newly arrived community, by fostering opportunities for shared learning and celebration.

This event is in line with the intended benefits of Council's community spaces.

The Council managed community venues policy recognises the legitimacy of charging fees for use of community facilities. There is a provision in the policy for Council to reduce fees, stating 'any discretion to reduce fees or provide additional subsidy due to hardship is subject to consideration by the Council prior to the event.'

## 3. Financial Implications

Officer's comments:

The total value of venue hire for this event is estimated at \$558, based on a three-hour event. In addition, there is a standard refundable bond of \$281.35 usually payable by hirers.

## 4. Resources Implications

Officer's comments:

The Town Hall venue requires set up and recovery for the event through a contractor and staffing for the duration. This cost would be estimated at approximately \$500.

## Motion

That Council waive Brunswick Town Hall hire fees for the West Papuan community for the launch of their CD of Pacific music. The music focuses on the West Papua struggle, with the themes of freedom and peace. The likely date is in September.

# NOM14/19 CELEBRATING RECENT ACQUISITION OF PUBLIC LANDS PUT UP FOR SALE BY STATE AGENCIES (D19/112650)

Cr Mark Riley

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## 1. Background

Cr Riley's background:

Council has acquired a number of recent open spaces that were a result of state government agencies selling of public assets. This process has frustrated communities and Council as it is, for all intents and purposes, publicly owned land, for which a State Government agency had been given the management rights for these parcels of land. The agencies include VicRoads, VicTrack, Melbourne Water and so on.

Council has often managed these parcels of land, even if we are not formally responsible for managing the land, while the communities around them have benefited from them as open space. Community members have also expressed frustration in having to expend Council funds for land we are the public owners of as Victorian citizens.

This motion seeks to address the community interest and energy expended in securing this land as open space, with Council's intervention, by considering a range of options for 'marking' these locations with a symbolic installation of additional plantings and/or public art or other options to celebrate the acquisitions. The report, should not consider installation of a public plaque.

The report should consider ways of involving the communities in establishing this symbol of their efforts to keep the land in public hands, such as the volunteer labour for plantings and/or creating the public artwork/play equipment, etc.

## 2. Policy Context

Officer's comments:

Council does not have a policy of creating public symbols to mark the retention of public land. Council does have a 'Naming Moreland Places' policy which details when and how to name roads, open space and public facilities.

The land referred to in this Notice of Motion is unnamed, although all the land is adjacent to other Council owned land and it may not be necessary to name it separately.

There are many parcels of Council land which are not marked, as it is not common practice to erect signs, markers or plaques on all Council owned land. It needs to be considered that in doing so, a precedent may be set to allow other areas of unmarked land to be marked in some way by the community when requested.

## 3. Financial Implications

Officer's comments:

There are no financial implications in preparing a report to outline options to mark the retention of this land, beside officer time in preparing the report.

The financial implications of any actions will be detailed in the future report.

## 4. Resources Implications

Officer's comments:

There are no resource implications in preparing a report, beyond officer time to prepare the report.

## **Motion**

That Council calls for a report outlining ways in which Council and the communities around recent public land acquisitions, where Council sought to keep the land as open space for the community, because Victorian Government agencies, such as VicTrack, VicRoads and Melbourne Water made them available for 'selling off'. The report should include low to medium cost options for creating a public symbol (excluding a plaque) to mark the retention of this land as 'public', covering such aspects as:

1. Plantings, play equipment and minor public art or other options;
2. Include consideration of public participation in the development of the appropriate symbol and/or the installation of the 'marker'; and
3. Consider minor to medium sized projects which will be more likely to be economically feasible, to be referred to the budget process, if time for 2019/2020, otherwise for the 2020/2021 financial year.