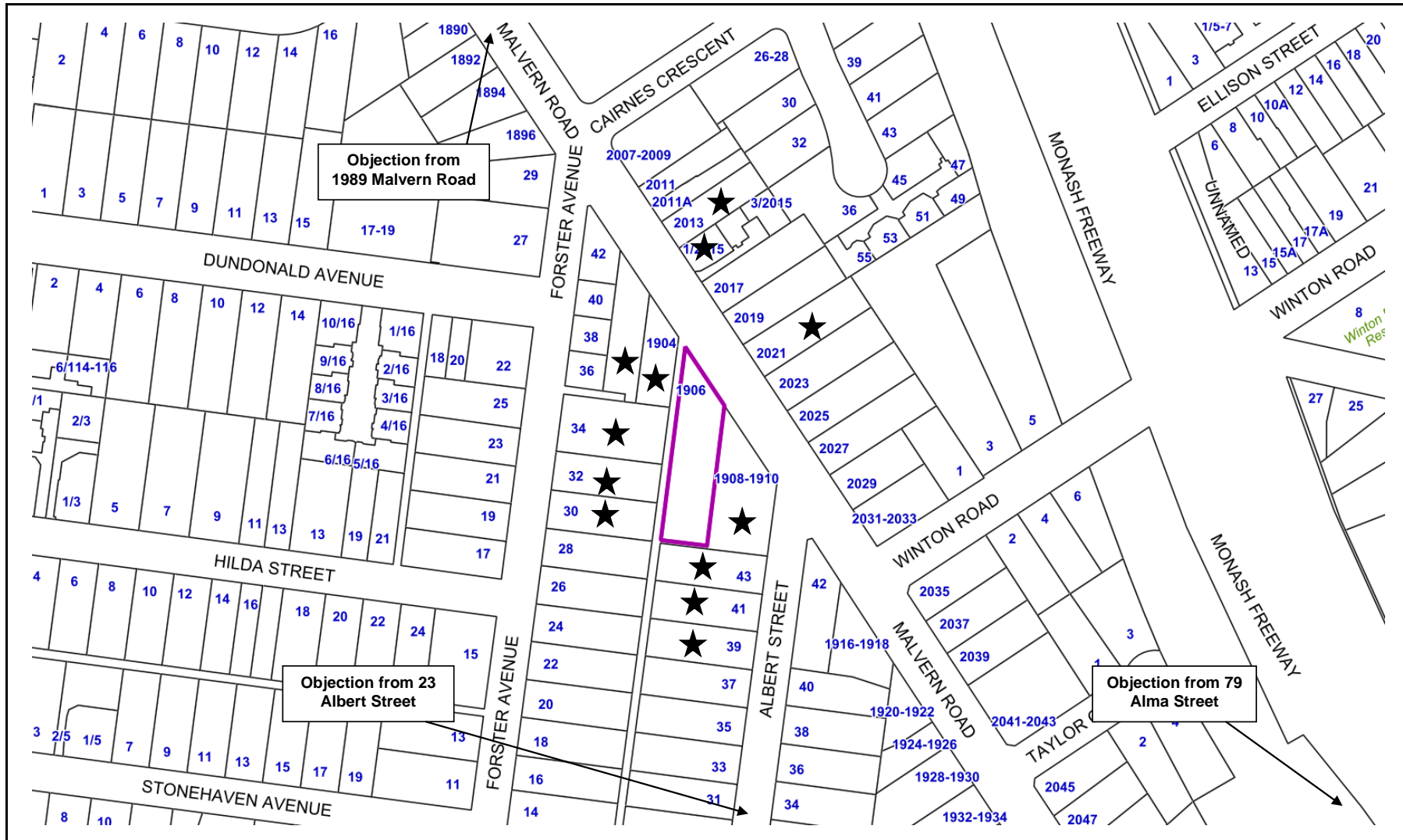


## **Council Meeting 16 August 2021 Attachments**

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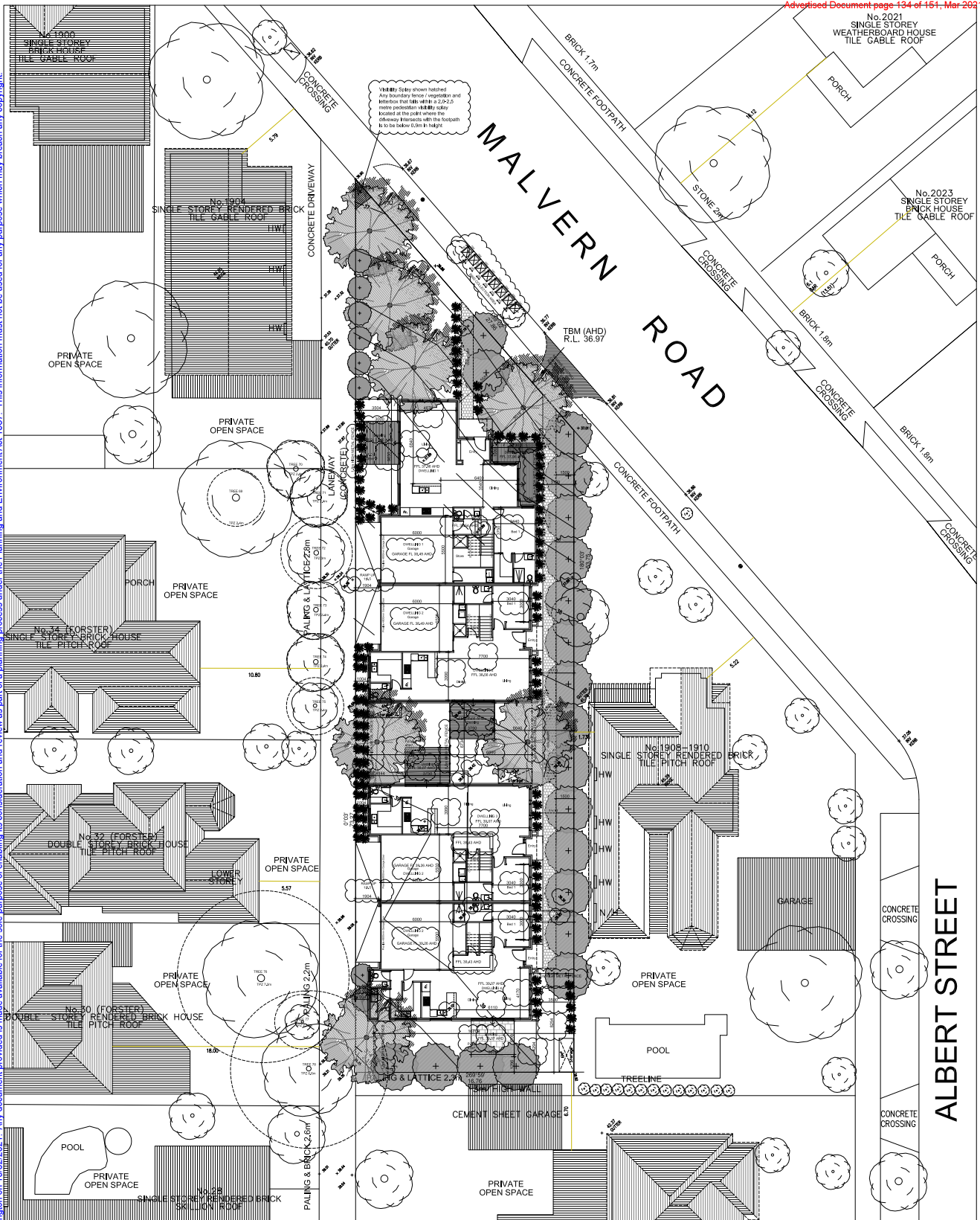


**1906 Malvern Road, Malvern East**  
 ★ = objectors

Date printed: 21/07/2021  
 Scale: 1:2000



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1:84 (R) Slightly uneven natural Any boundary fence / vegetation and landscape that falls within a 2.25m metre pedestrian (R40) safety enclosure that is parallel to the driveway 80m wide with the footpath to be below 0.2m in height

**GROUND FLOOR PLAN**  
1:200 @ A2  
1:100 @ A4

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CLIENT DETAILS: Fkky Pty Ltd  
 JOB NUMBER: T-0388  
 SITE ADDRESS: 1906 Malvern Rd, Malvern East  
 DRAWING: Ground Floor Plan  
 APPLICATION: Town Planning  
 DATE: Jan 2021

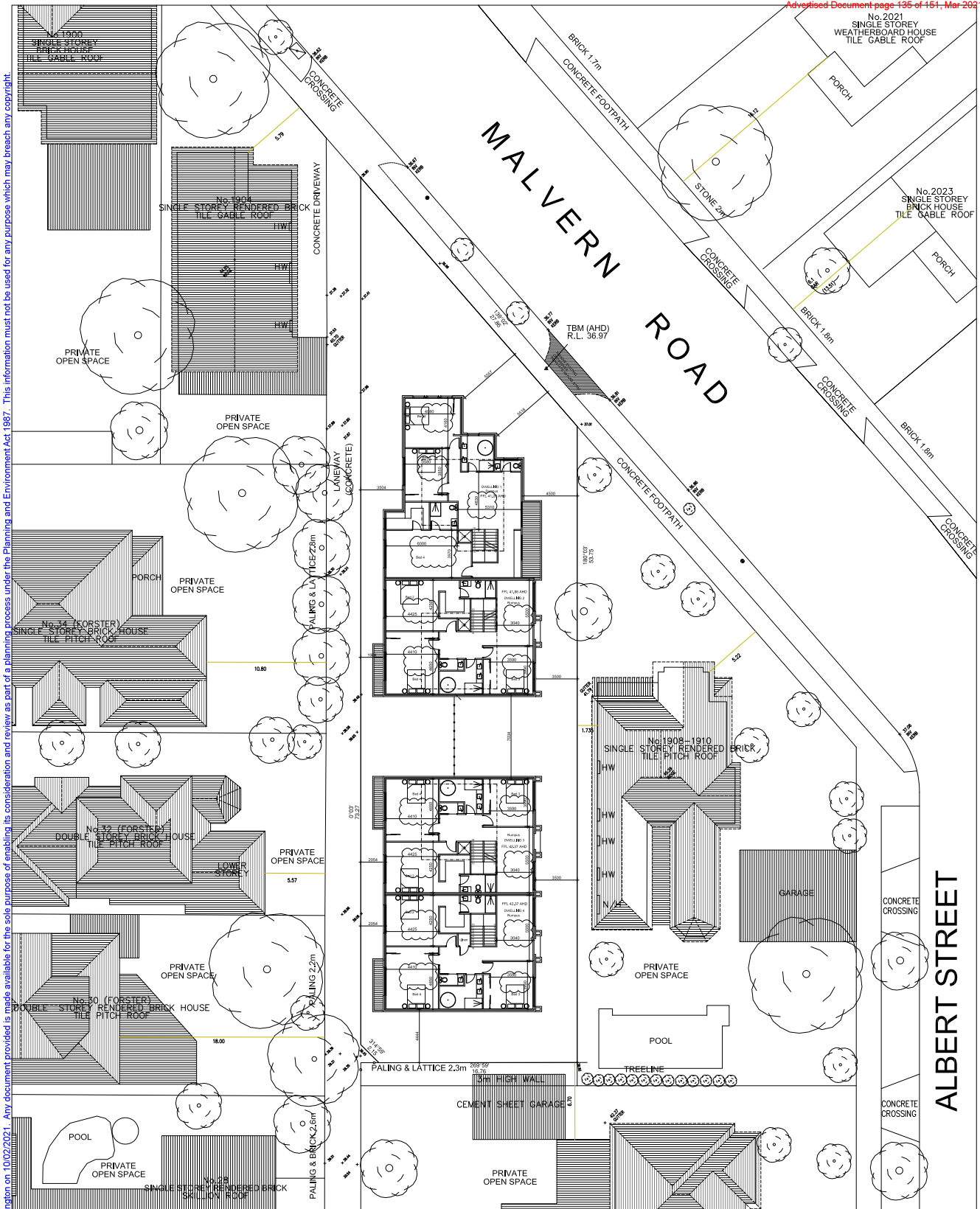
PAGE NUMBER: TP-1  
 SCALE: 1:100 (A3)  
 NORTH POINT:   
 REVISION: TP-REV 4  
 AMENDMENTS:

SITE AREA ANALYSIS									
Site Area	1174.07								
Site Coverage	44.7%								
Permeability	252.47								
Permeability Coverage	48.7%								
Green Area	272.07 (48.7%)								

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**FIRST FLOOR PLAN**  
1:200 @ A2  
1:100 @ A4

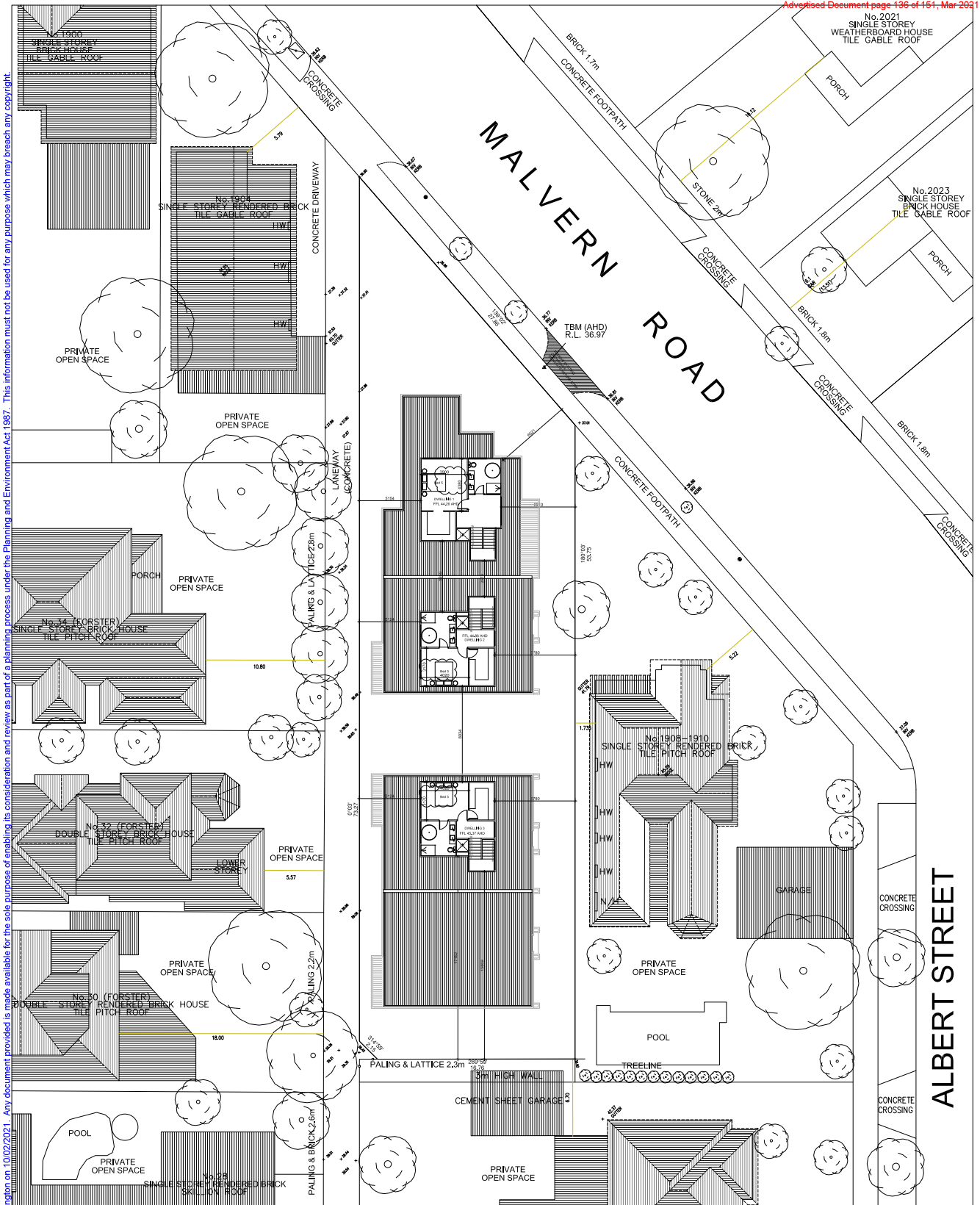


CLIENT DETAILS : Fkky Pty Ltd  
 JOB NUMBER : T-0388  
 SITE ADDRESS : 1906 Malvern Rd, Malvern East  
 DRAWING : First Floor Plan  
 APPLICATION : Town Planning  
 DATE : Jan 2021

PAGE NUMBER : TP-2  
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**SECOND FLOOR PLAN**  
1:200 @ A2  
1:100 @ A4

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CLIENT DETAILS : Fkky Pty Ltd  
 JOB NUMBER : T-0388  
 SITE ADDRESS : 1906 Malvern Rd, Malvern East  
 DRAWING : Second Floor Plan  
 APPLICATION : Town Planning  
 DATE : Jan 2021

PAGE NUMBER : TP-3  
 SCALE : 1:100 (A4)  
 NORTH POINT :   
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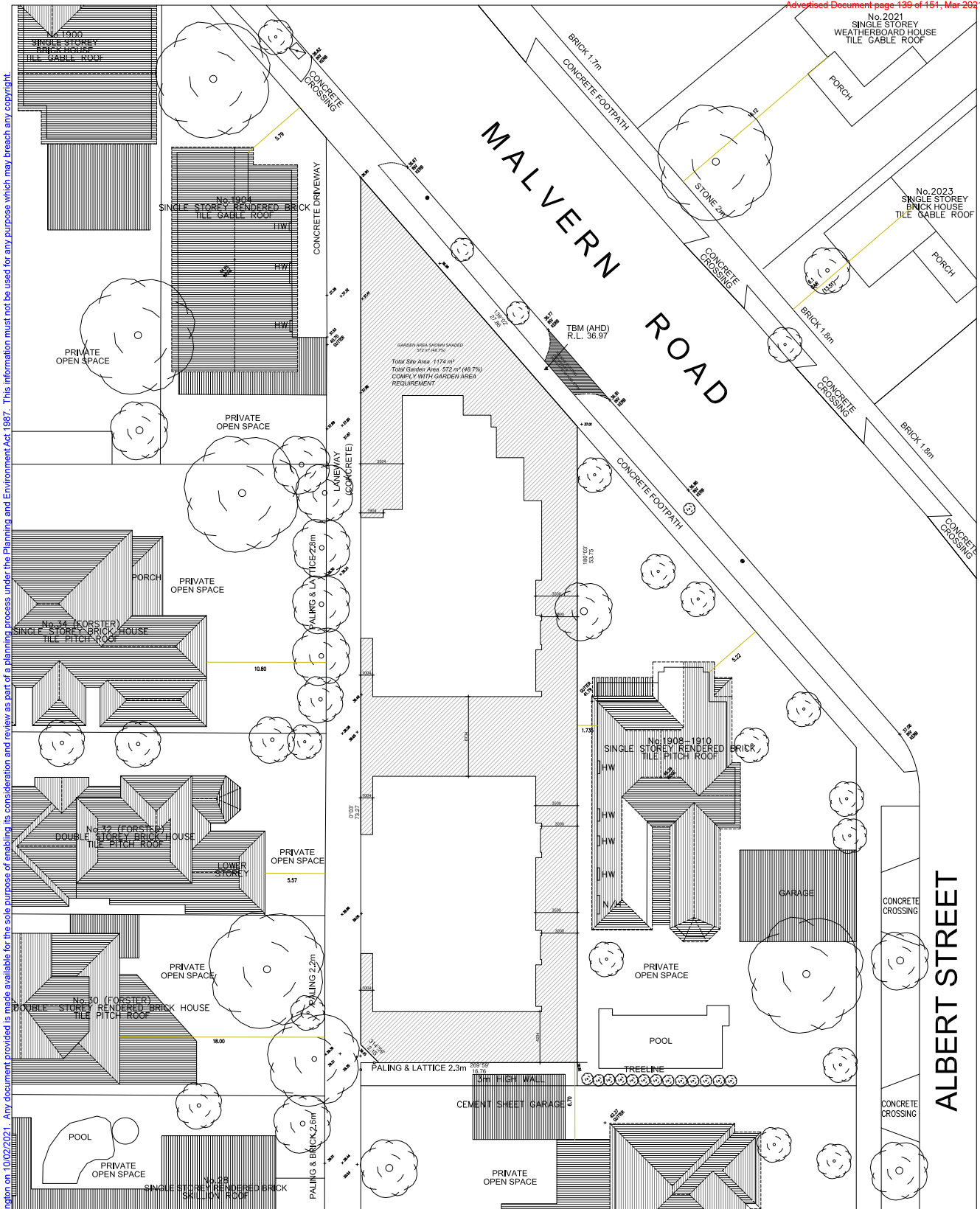




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	<p>• DRAWING: Streetscape Elevation</p>	<p>• DRAWN: [Redacted]</p>
<p>• CLIENT: [Redacted]</p>	<p>• CHECKED: [Redacted]</p>	<p>• SCALE: 1:100 (A3) 1:200 (A2)</p>
<p>• DESIGNED: [Redacted]</p>	<p>• PRELIMINARY: <input checked="" type="radio"/> PRELIMINARY <input type="radio"/> TOWN PLANNING <input type="radio"/> CONSTRUCTION <input type="radio"/> TENDER</p>	<p>• PAGE NO: 3906</p>
<p>• REVISED: [Redacted]</p>	<p>REV-3</p>	<p>• JOB NO: T4388</p>



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**GARDEN AREA PLAN**  
1:100 @ A4



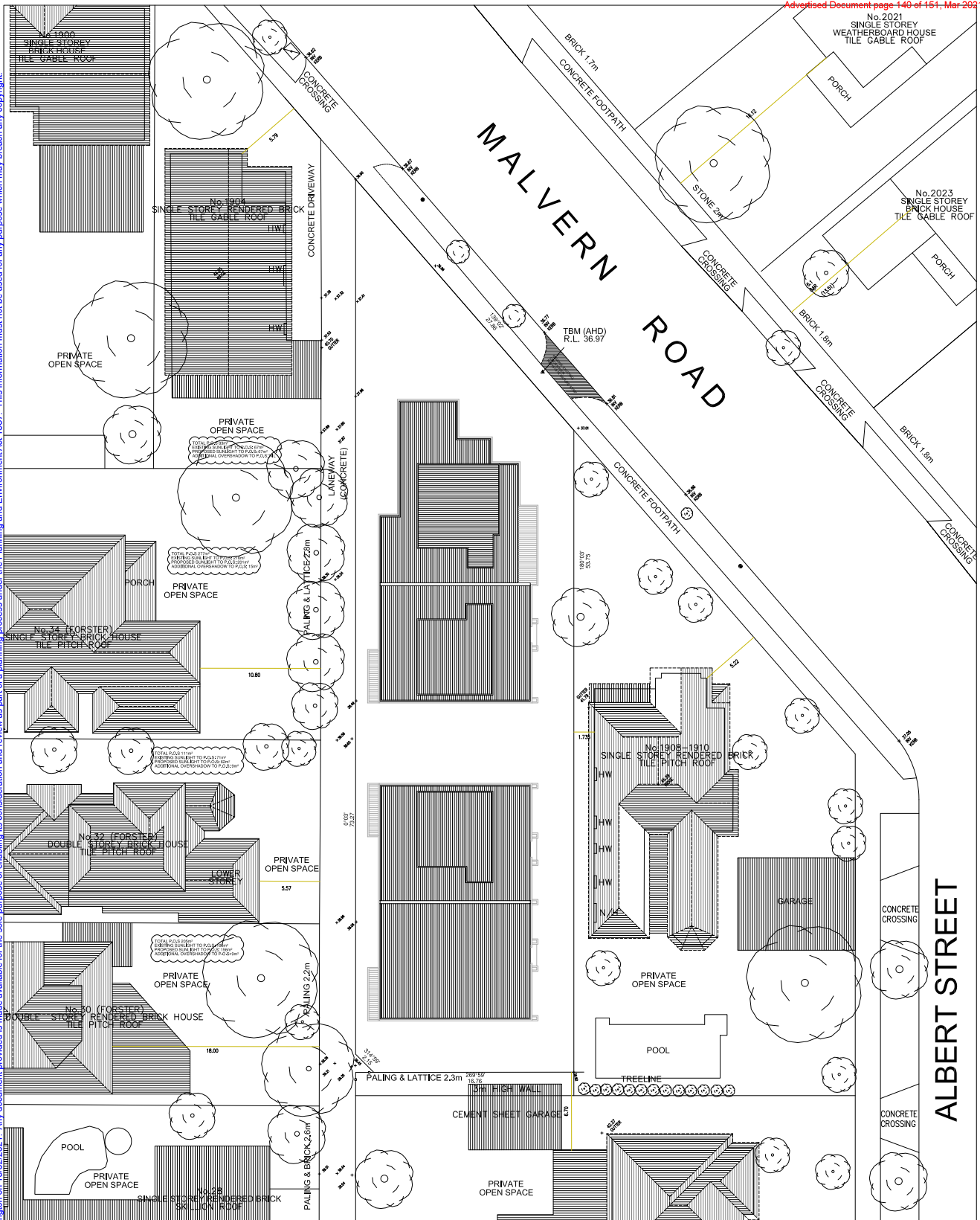
CLIENT DETAILS : Fkky Pty Ltd  
 JOB NUMBER : T-0388  
 SITE ADDRESS : 1906 Malvern Rd, Malvern East  
 DRAWING : GARDEN AREA PLAN  
 APPLICATION : Town Planning  
 DATE : Jan 2021

PAGE NUMBER : TP-6  
 SCALE : 1:100 (A4)  
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**ROOF PLAN**  
1:200 @ A2  
1:100 @ A4



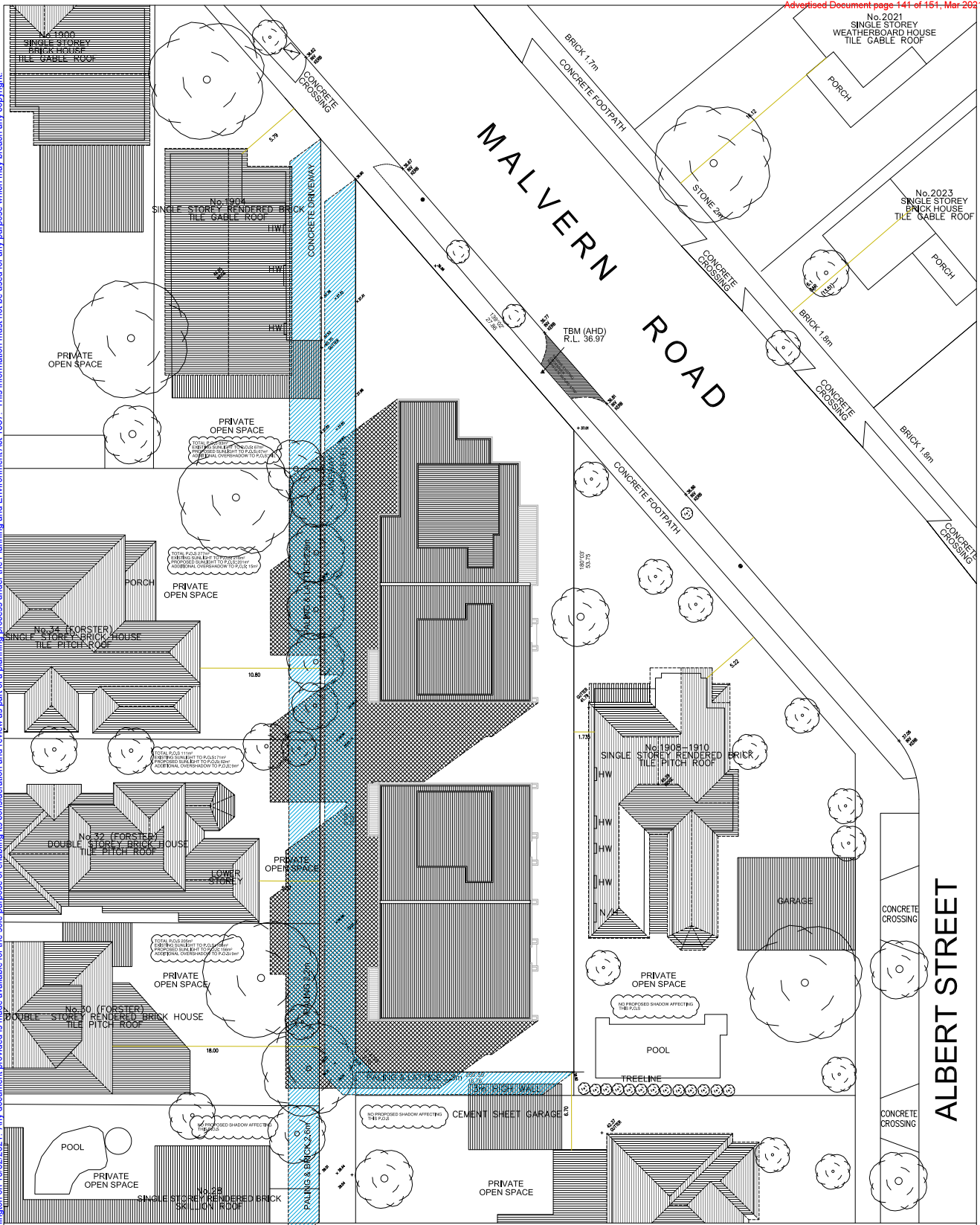
CLIENT DETAILS : Fkky Pty Ltd  
 JOB NUMBER : T40388  
 SITE ADDRESS : 1906 Malvern Rd, Malvern East  
 DRAWING : Roof Plan  
 APPLICATION : Town Planning  
 DATE : Jan 2021

PAGE NUMBER : TP-7  
 SCALE : 1:100 (A3)  
 NORTH POINT :   
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**SHADOW DIAGRAM AT 9:00 AM**  
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 1200 @ A0

SHADE DENOTES SHADOW CAST BY PROPOSED DEVELOPMENT  
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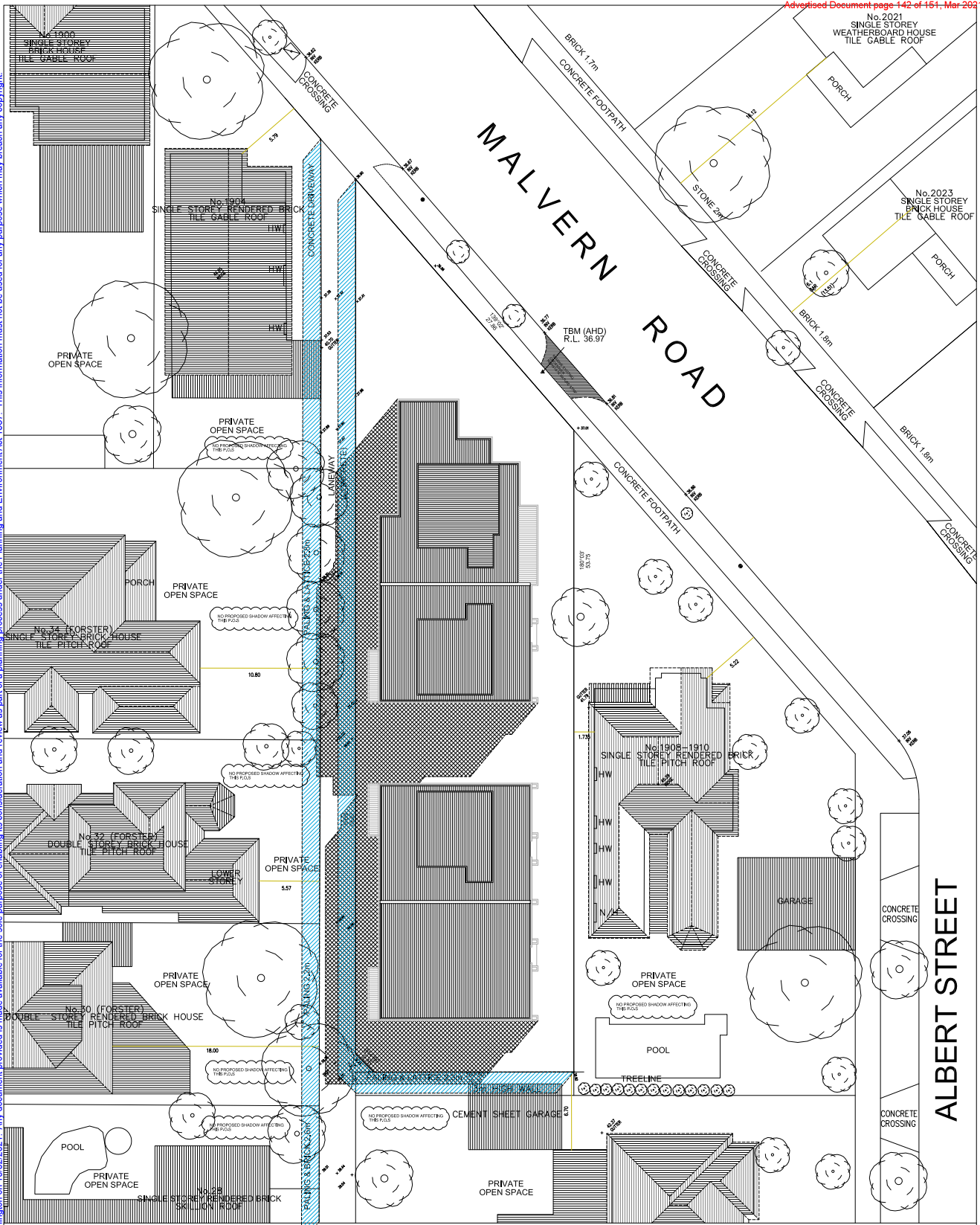
CLIENT DETAILS : Fkky Pty Ltd  
 JOB NUMBER : 140388  
 SITE ADDRESS : 1906 Malvern Rd, Malvern East  
 DRAWING : Shadow Diagram at 9am  
 APPLICATION : Town Planning  
 DATE : Jan 2021

PAGE NUMBER : SH1  
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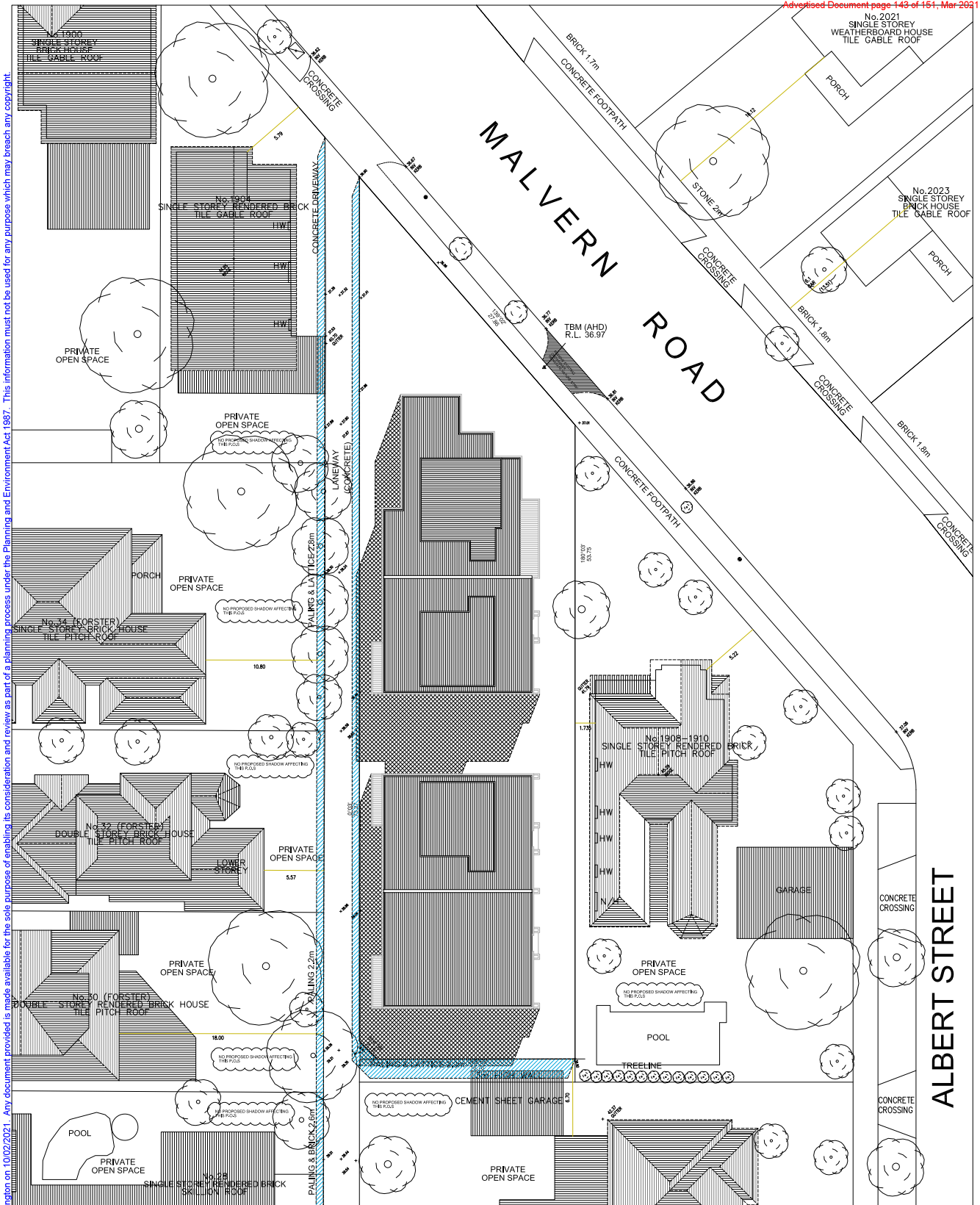
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 SITE ADDRESS : 1900 Malvern Rd, Malvern East  
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 APPLICATION : Town Planning  
 DATE : Jan 2021

PAGE NUMBER : SHC  
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**SHADOW DIAGRAM AT 11:00 AM**

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1200 @ A0

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SHADE DENOTES SHADOW CAST BY EXISTING FENCE



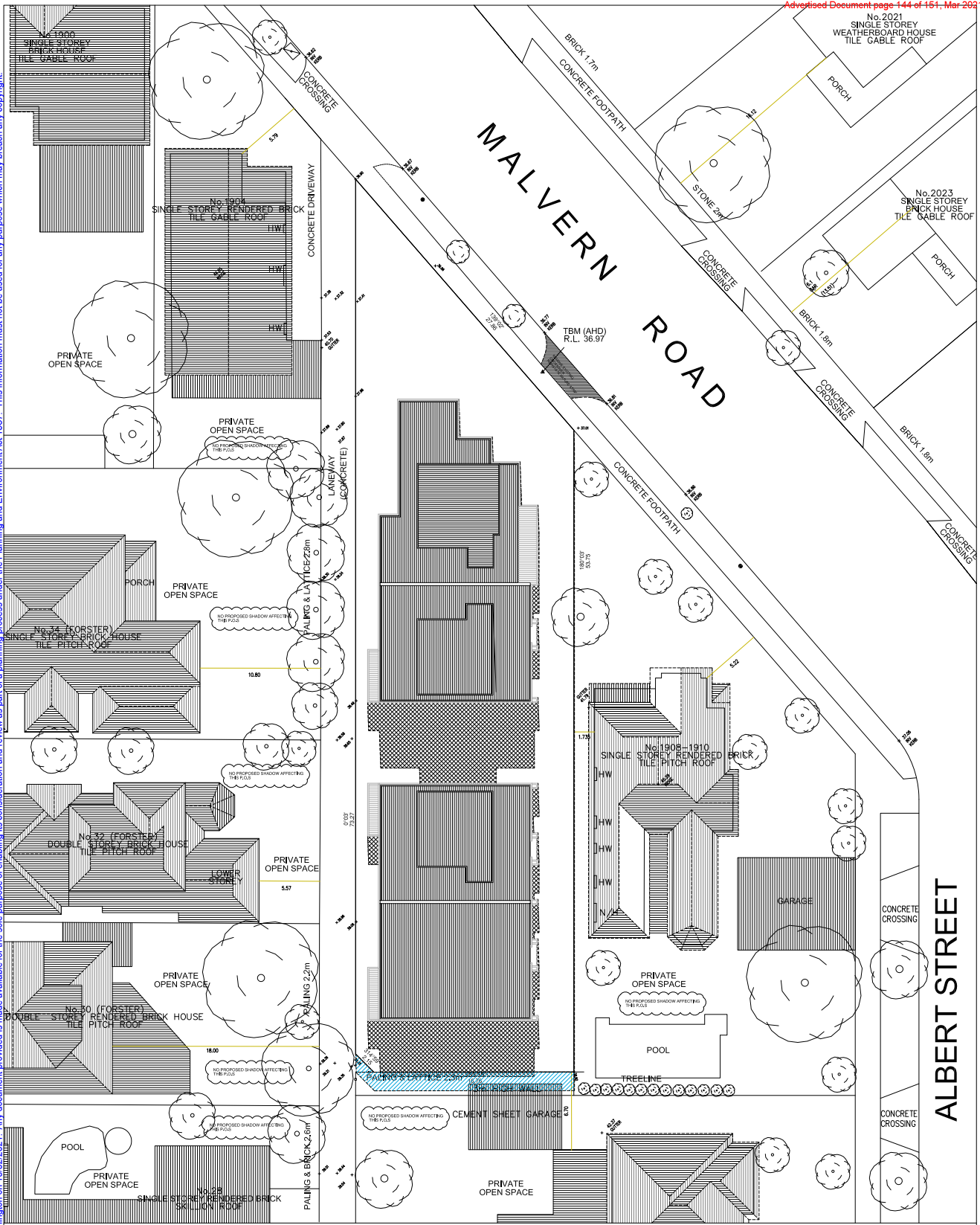
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JOB NUMBER : T-0388  
SITE ADDRESS : 1906 Malvern Rd, Malvern East  
DRAWING : Shadow Diagram at 11am  
APPLICATION : Town Planning  
DATE : Jan 2021

PAGE NUMBER : SHD  
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NORTH POINT :   
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**SHADOW DIAGRAM AT 12:00 PM**

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1200 @ A2  
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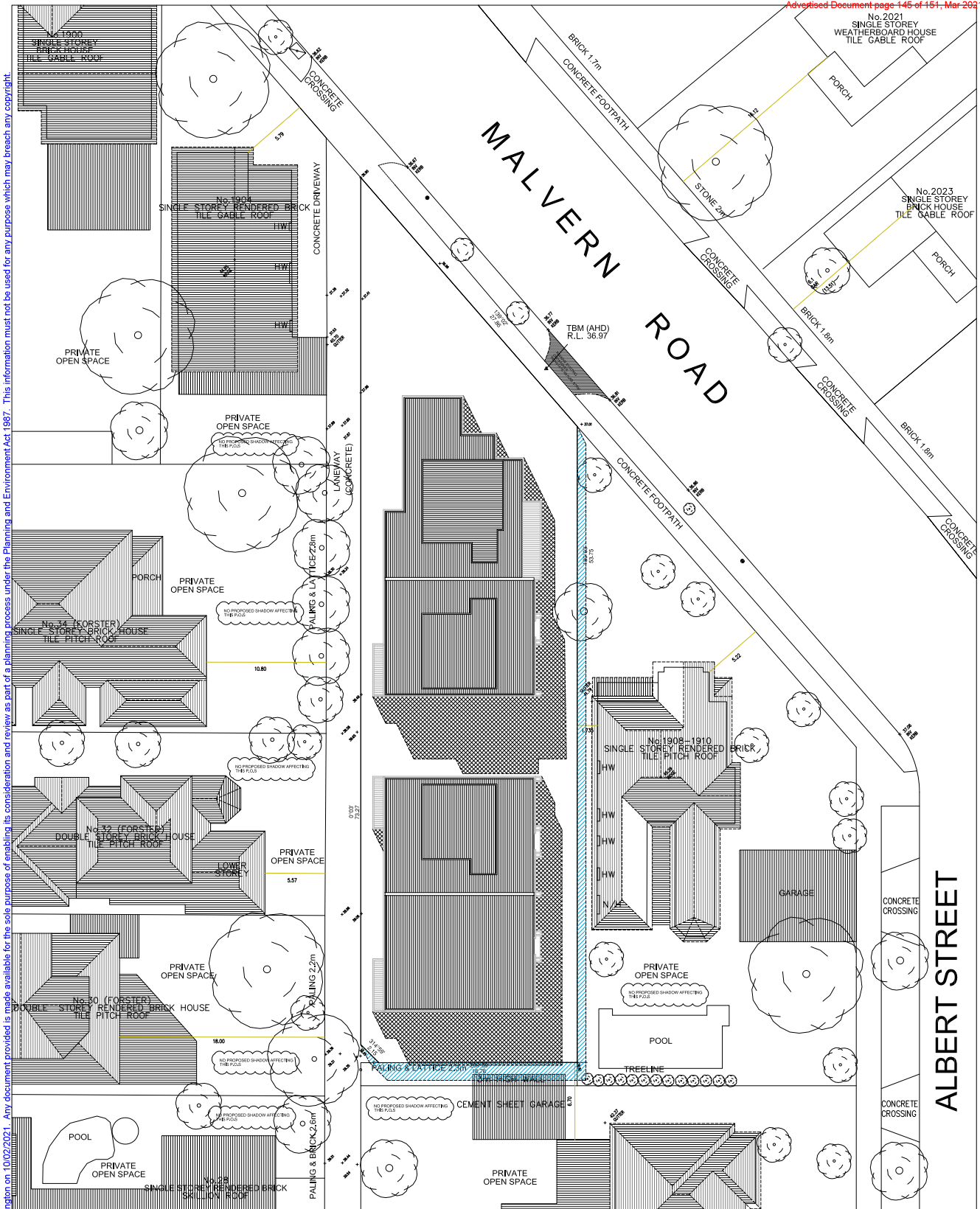
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 SITE ADDRESS : 1906 Malvern Rd, Malvern East  
 DRAWING : Shadow Diagram at 12pm  
 APPLICATION : Town Planning  
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PAGE NUMBER : SH4  
 SCALE : 1:100 (A0)  
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SHADOW DIAGRAM AT 1:00 PM

1:00 @ A2  
1:00 @ A0

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CLIENT DETAILS : Fkky Pty Ltd  
JOB NUMBER : T-0388  
SITE ADDRESS : 1906 Malvern Rd, Malvern East  
DRAWING : Shadow Diagram at 3pm  
APPLICATION : Town Planning  
DATE : Jan 2021

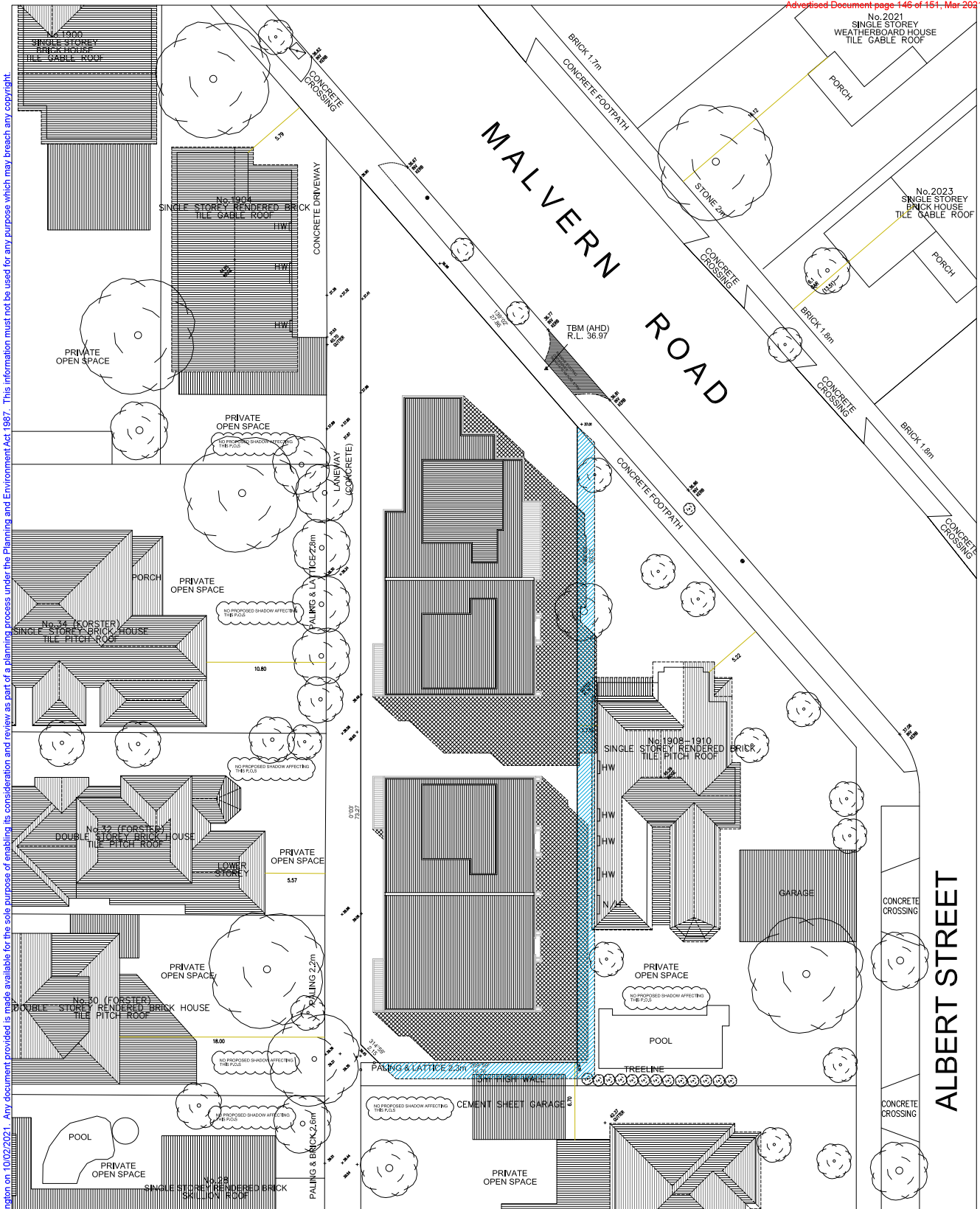
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**SHADOW DIAGRAM AT 2:00 PM**

1200 @ A2  
1:100 @ A0

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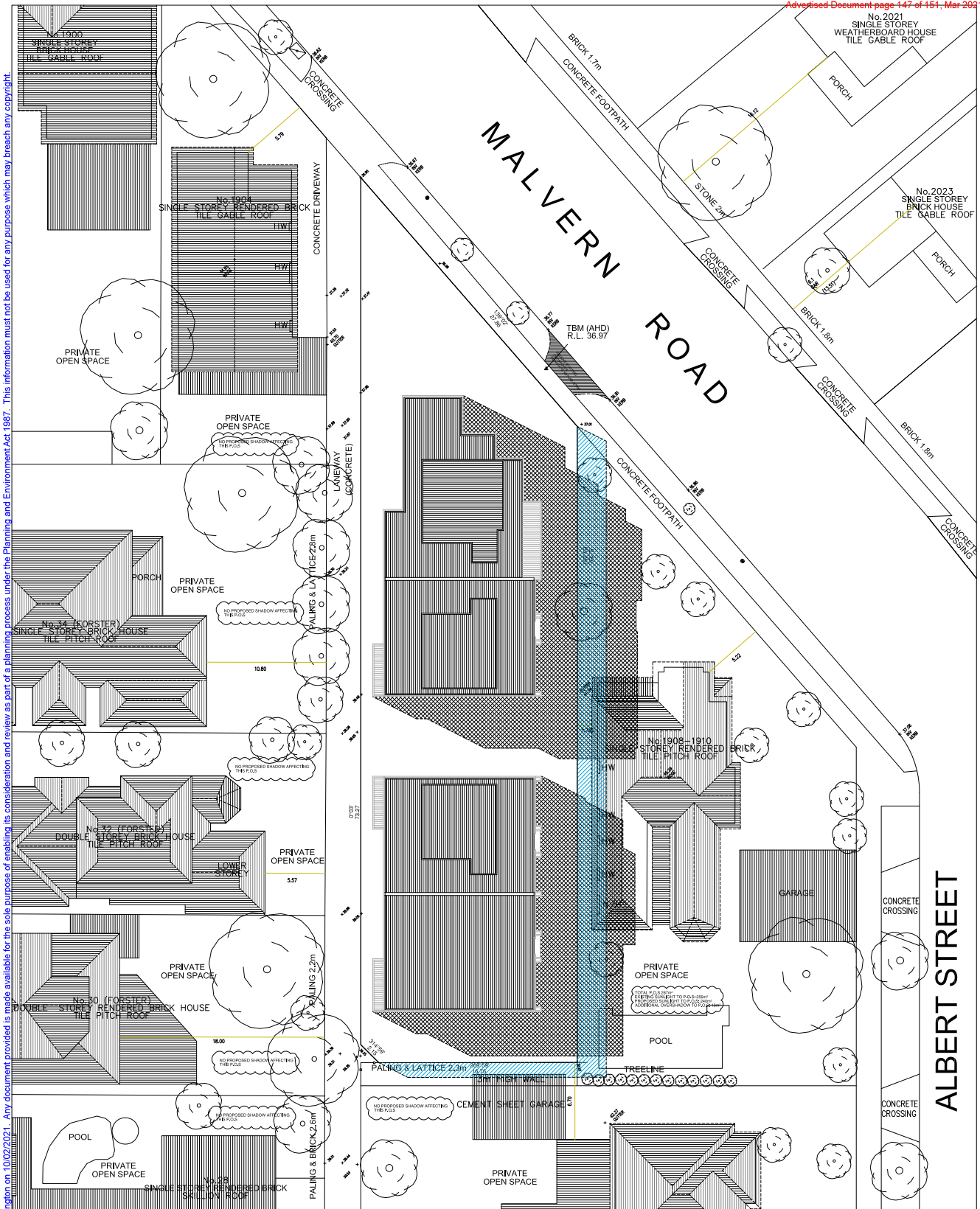
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JOB NUMBER : T40388  
SITE ADDRESS : 1906 Malvern Rd, Malvern East  
DRAWING : Shadow Diagram at 3pm  
APPLICATION : Town Planning  
DATE : Jan 2021

PAGE NUMBER : SHD  
SCALE : 1:100 (A0)  
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**SHADOW DIAGRAM AT 3:00 PM**

1:00 @ A2  
1:00 @ A0

SHADE DENOTES SHADOW CAST BY PROPOSED DEVELOPMENT  
SHADE DENOTES SHADOW CAST BY EXISTING FENCE



CLIENT DETAILS : Fkky Pty Ltd  
JOB NUMBER : T-0388  
SITE ADDRESS : 1906 Malvern Rd, Malvern East  
DRAWING : Shadow Diagram at 3pm  
APPLICATION : Town Planning  
DATE : Jan 2021

PAGE NUMBER : SHD  
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NORTH POINT : [North Arrow]  
REVISION : TP-REV 3  
AMENDMENTS

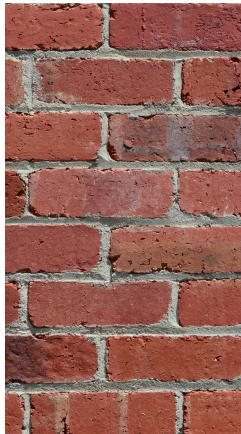
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FB



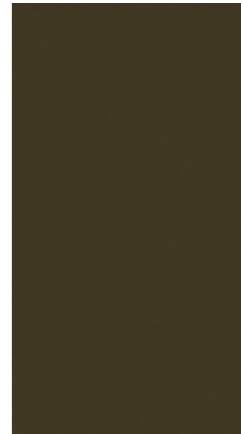
CR



CD



R1



ED



CG



FINISHES SCHEDULE

1906 Malvern Road, Malvern East

Face Brick

Colorbond Roof

Colorbond Cladding

Rendered Finish

Entry Door

Clear Glazing  
(to windows and sliding doors)

Red Brick

Terra Cotta (Terrain)

Colorbond Cladding (Standing Seam)  
Terra Cotta (Terrain)

Dark Render

Dark Colour

Dark Aluminium Frame  
as specified on plans

Materials shown are indicative only



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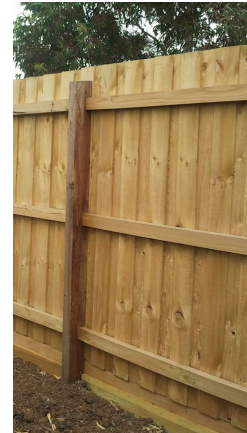
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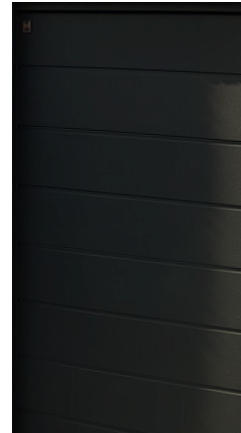
GB



TF



GD



FINISHES SCHEDULE

1906 Malvern Road, Malvern East

Obscure Glazing up to 1.7m High above FFL

Dark Aluminium Frame as specified on plans

Obscure Glass Balustrade up to 1.7m High above FFL

as specified on plans

Timber Paling Fence

As per Plans

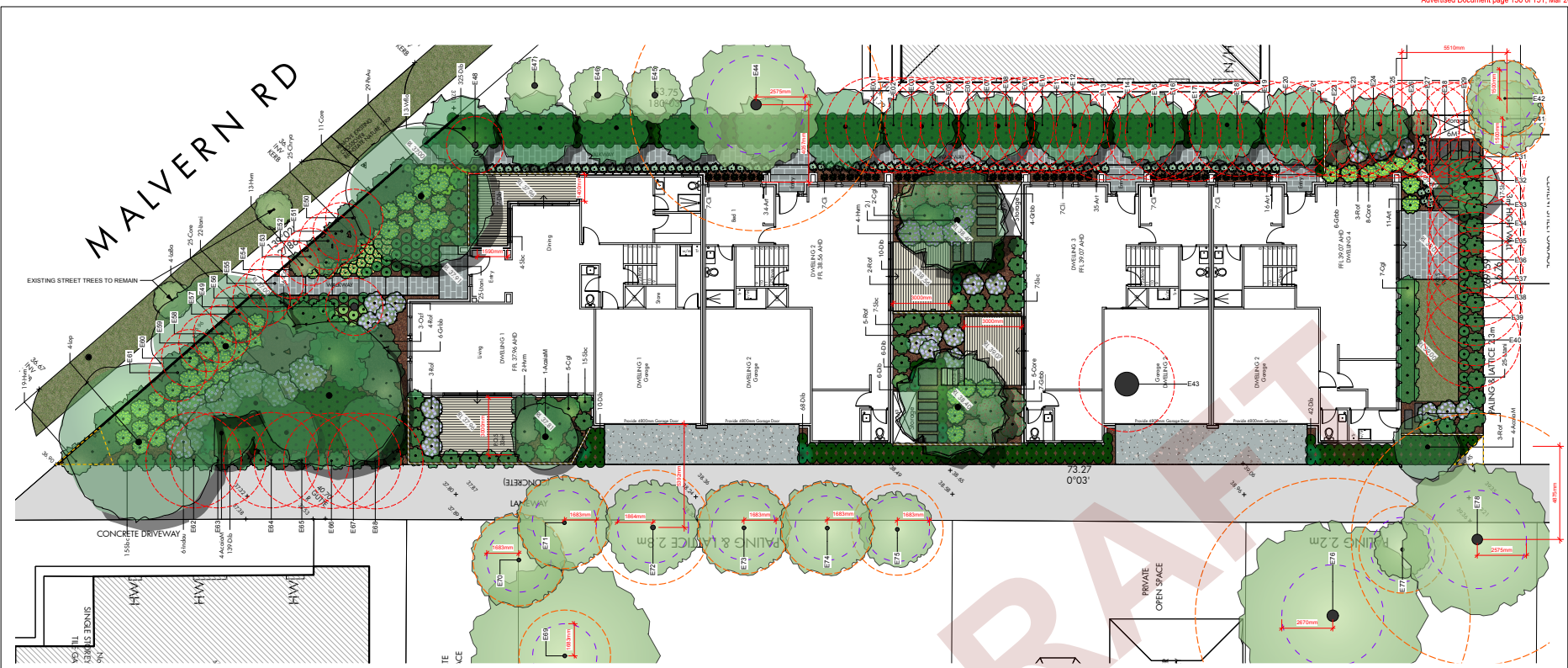
Garage Door

Dark Colour

Materials shown are indicative only

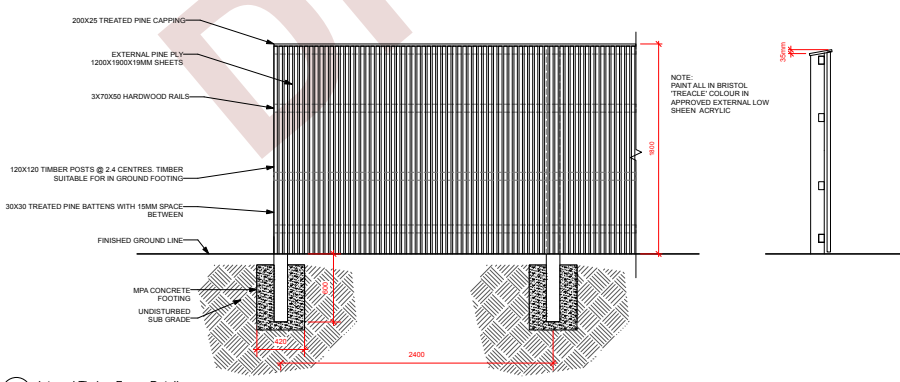
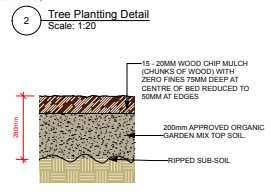
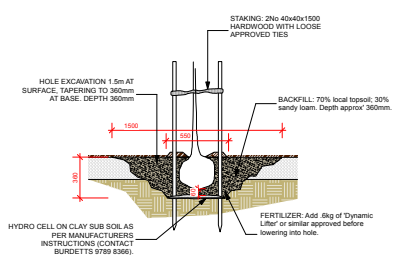


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1 Landscape Concept Plan  
Scale: 1:100

- LEGEND**
- Existing Tree with TPZ (orange) & SRZ (purple) To Be Retained
  - Proposed Tree To Be Removed
  - Proposed Level
  - Mulched And Irrigated Garden Bed
  - Lawn
  - Pedestrian Feature Paving
  - Deck
  - Grey Concrete Paving
  - Timber Screen Fence
  - Timber Fence



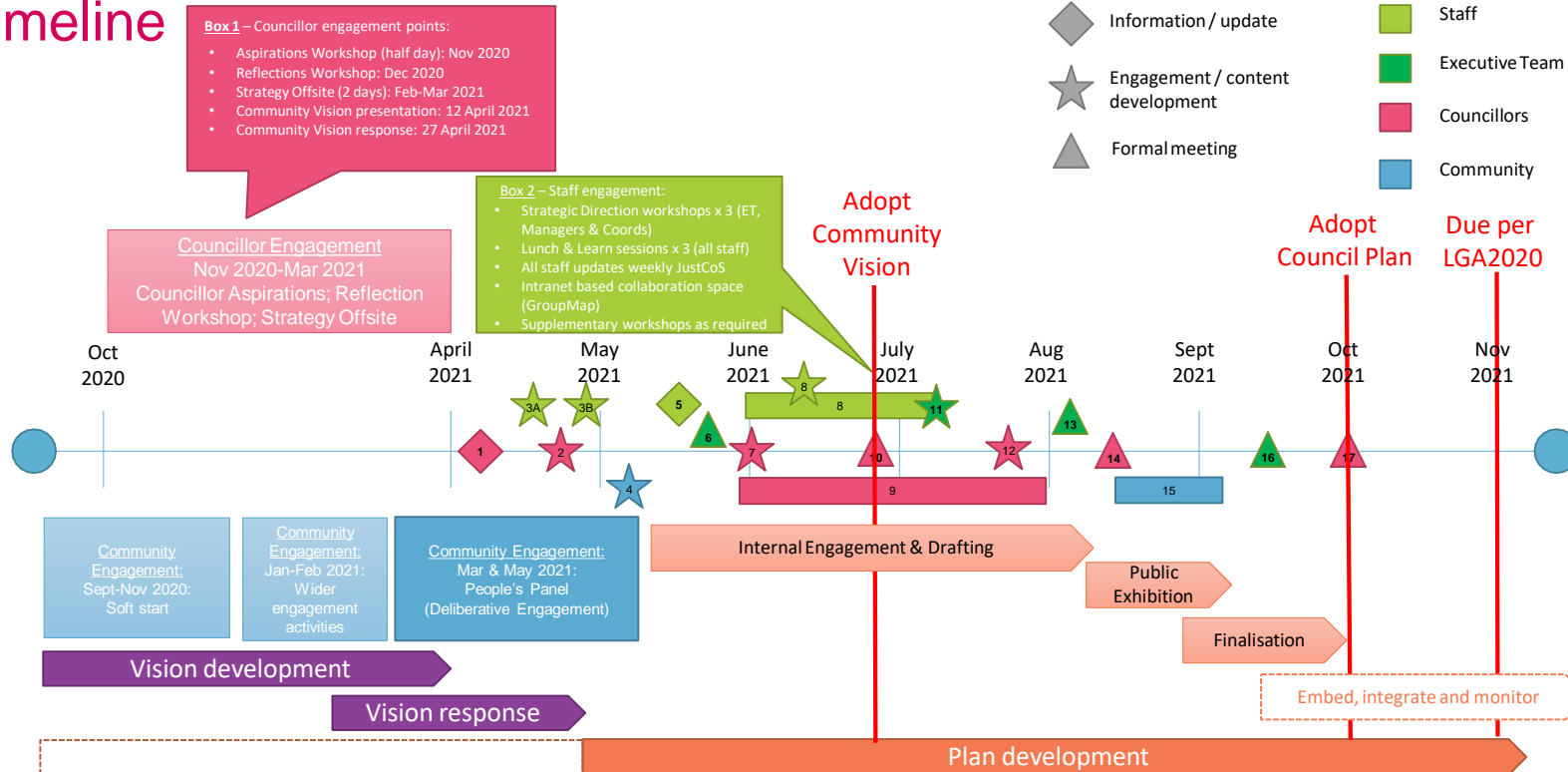
DRAFT - 23/11/20



A		2011/20	Amended landscape plan as per FIR	PROJECT	2464
1906 Malvern Road, Malvern East					
Time Architects					
Landscape Concept Sheet					
MEMA Pty Ltd					
Shop 1/615 Nepean Highway, Brighton East, VIC 3187, P.O. BOX 6483, M. 0434346107					



# Timeline



No.	When	What
1	12/04/21	Presentation of Community Vision to Councillors by Panel
2	27/04/21	Councillor response to Community Vision
3	21/04 & 28/04/21	Staff response to Community Vision
4	08/05/21	Panel Recall Day
5	Late May / early June	Staff Engagement Launch – Co-Ord & Mgr Email (MB); All staff email (CEO & Just CoS); Lunch and learns
6	25/05/21	ET update

No.	When	What
7	01/06/21	Council Plan Development – Councillor Workshop #1
8	Jun-Jul '21	Council Plan Development – Staff engagement (See Box 2)
9	Jun-Jul '21	Councillor virtual engagement and updates
10	15/06 (Br.) 28/06 (Mtg)	Councillor Briefing and Meeting: 1) Community Vision adoption; 2) Council Plan update.
11	12/07 '21	Council Plan Development – ET workshop

No.	When	What
12	24/07/21	Council Plan Development – Councillor Workshop #2
13	Early Aug '21	Draft Council Plan – ET endorsement
14	09/08 (Br.) 16/08 (Mtg.)	Councillor Briefing and Meeting – Endorse Draft Council Plan for Public Exhibition
15	17/08 – 07/09/21	Public Exhibition (with Financial Plan)
16	14/09/21	ET approval – Final Council Plan
17	27/09 (Br.) 04/10 (Mtg.)	Councillor Briefing and Meeting – Adopt Council Plan



# Future Stonnington

## City of Stonnington

Incorporating

Community Vision 2040

Council Plan 2021-25

Note –

- Yellow highlights are drafting notes

DRAFT DOCUMENT JULY 2021

FOR PUBLIC EXHIBITION

DESIGN TO FOLLOW



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## Acknowledgement

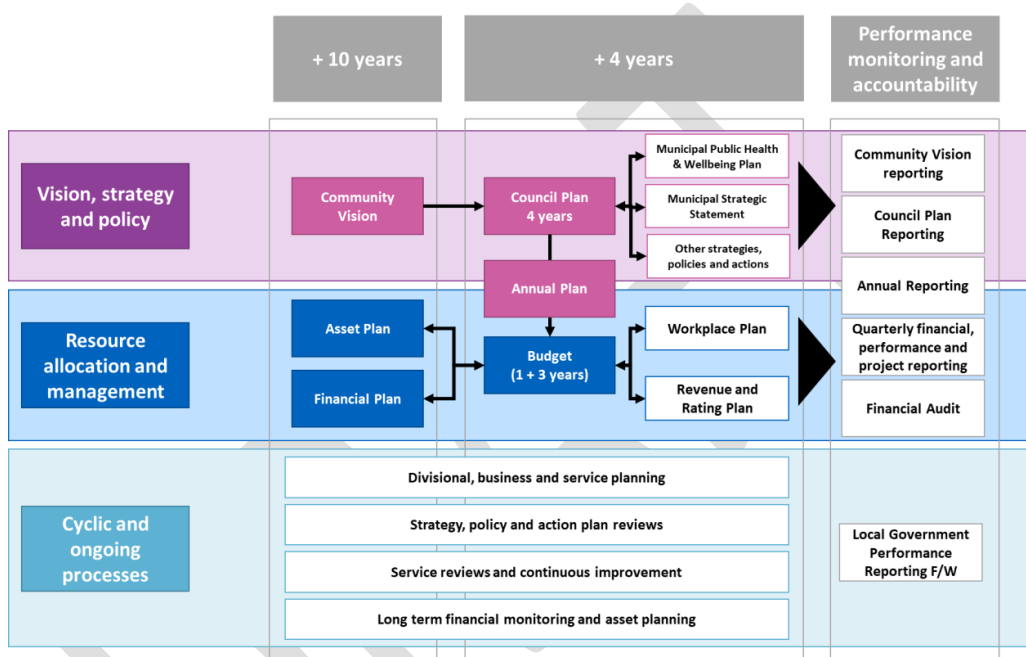
We acknowledge that the City of Stonnington sits on the traditional land of the Boon Wurrung and Wurundjeri people of the Kulin Nation, and offer our respects to their elders, past and present. We recognise and respect the cultural heritage of this land.

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## How we've developed Future Stonnington

### Our approach to planning and performance

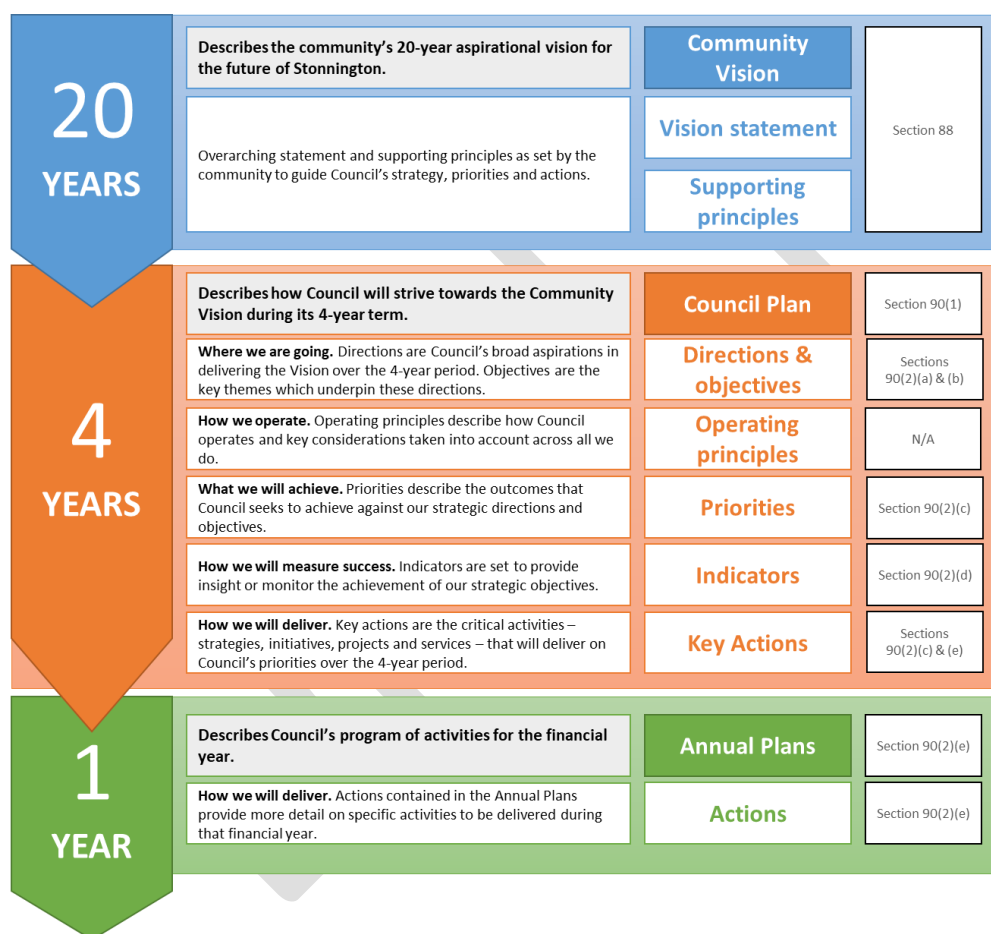
The diagram below depicts the integrated planning and performance framework that applies to local government in Victoria and adopted by the City of Stonnington. At each stage of the integrated planning and performance framework there are opportunities for community and stakeholder input to ensure transparency and accountability. This is supported by a robust and transparent performance monitoring approach.



About this document

This document contains two main components of Stonnington’s integrated planning and performance framework: the 20-year Community Vision and the four-year Council Plan. These components are included as a single integrated document because they are linked and have a cascading relationship.

The diagram below identifies the key elements of both the Community Vision and the Council Plan, including which sections of the *Local Government Act 2020* are met by these elements. A more comprehensive and detailed program of actions to be delivered during each financial year is included in the Annual Plan.



### How we've engaged our community

From September 2020 to May 2021, Council embarked on one of our biggest engagement programs *Shaping Stonnington* to hear from the many voices of our diverse community about the future they want for our city. These conversations helped shape the vision and priorities that make up Future Stonnington.

Community members of all ages, and from every suburb, attended online webinars and workshops, completed our online survey, posted ideas, and spent time with our consultation crew in our parks and public spaces, to let us know what they love most about our city and what their aspirations are for the future.

Themes that stood out across all of our wider engagement activities included:

- A LOVE FOR our parks and natural environments, enjoying a vibrant and diverse community, feeling safe and having access to everything you need locally within your neighbourhood.
- A DESIRE TO continue delivering environmental initiatives, ensuring appropriate development, improving and expanding our green spaces and providing for a range of transport options.

[Include graphs from Wider Engagement Report]

This collective feedback was provided to our *Shaping Stonnington People's Panel*, a group of 32 representative community members, who came together online to draft a Community Vision for Stonnington.

The People's Panel were selected through a random recruitment process to be demographically representative of Stonnington's diverse community.

Over three full days, during March and May 2021, the People's Panel met online to consider the broader community feedback received, and discuss some of the key challenges and opportunities for the city.

Together, the People's Panel drafted the *Stonnington Community Vision 2040*, presented on page 17. Council's strategic directions, objectives and priorities within Future Stonnington have been developed in alignment with the direction set by this vision.

[Call out box]

Council's engagement process was undertaken at the *collaborate* level on the International Association of Public Participation spectrum. At this level, Council is partnering with our community and will incorporate recommendations into the Community Vision to the maximum extent possible. We will also work directly with our community to ensure concerns, priorities and aspirations are directly reflected in the Council Plan.

[Insert People's Panel demographic comparison infographic]

### Linkage with Municipal Public Health and Wellbeing Plan

Council views the health and wellbeing of our community as central to everything we do.

Under the *Public Health and Wellbeing Act 2008* we are required to prepare a Municipal Public Health and Wellbeing Plan. This identifies the health and wellbeing needs of our community and provides strategic guidance about how we respond to these needs. The Municipal Public Health and Wellbeing Plan sits alongside Future Stonnington as a key component of our strategic planning framework.

Council has an integral role to play both through direct service delivery, and through planning, partnering and advocating to create environments which support our community to live healthy and well lives.

The following health and wellbeing priorities have been identified for Council over the next four years:

Priority Area	The outcomes we want to see
Healthy and well	Our community is more physically active
	Our community has a healthier diet
	Services, supports and information are easier to access in our community
	Our community is healthy in a changing climate
Respectful and safe	Equity and respect are thriving in our community
	Our community is a safer place for everyone
	Harm from alcohol, gambling and drugs is reduced in our community
Connected and supportive	Mental wellbeing is strengthened in our community
	Our community is more socially connected and able to participate in community life
	All members of our community are valued, supported, and connected

Throughout Future Stonnington, there are objectives and priorities which contribute to achieving these health and wellbeing priority areas. In these cases, we refer to the delivery of the Municipal Public Health and Wellbeing Plan.

CEO & Mayor's message

[To follow]

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## Councillors

[Photos to follow]

### North Ward

Cr Kate Hely, Mayor

Cr Marcia Griffin

Cr Matthew Koce

### South Ward

Cr Melina Sehr, Deputy Mayor

Cr Nicki Batagol

Cr Mike Scott

### East Ward

Cr Jami Klisaris

Cr Alexander Lew

Cr Polly Morgan

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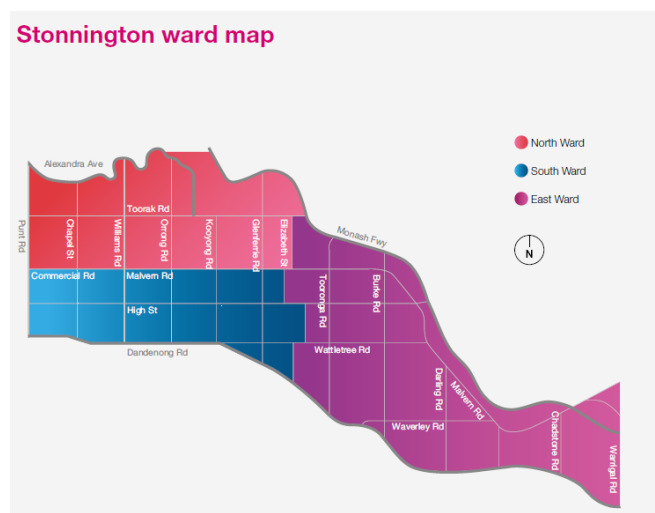


Our context [Divider page to self]

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## Our city

The City of Stonnington is located in Melbourne's inner south-east, alongside the Yarra River, covering an area of 25.62 square kilometres. Stonnington takes in the suburbs of Armadale, Kooyong, Malvern, Malvern East, Prahran, Toorak and parts of Glen Iris, South Yarra and Windsor.



Stonnington is primarily a residential area, with some commercial, industrial, office and institutional land uses. We are well known for shopping and lifestyle precincts, parks and gardens, leafy streets and historical architecture.

The estimated resident population in 2021 is 123,031. It is anticipated that the municipality will experience population growth of approximately 16.44 per cent to 2036.

## Our community

Stonnington has a relatively young population, with 35 per cent of residents aged 18–34 years and a median age of 35 years.

Of the families in Stonnington, 20 per cent are couples with children, 25 per cent are couples without children and 5.5 per cent are one-parent families.

Of all households, 32 per cent are single-person households, 8.9 per cent are group households, and the average size across all households is 2.1 persons per dwelling.

Stonnington has a culturally and economically diverse population. The housing stock ranges from some of Melbourne's finest mansions to large blocks of public housing, an indication of the community's contrasting lifestyles, needs and expectations. Nearly one-quarter of the community speak a language other than English at home, with the top five non-English languages being Mandarin, Greek, Cantonese, Italian and Spanish. Almost one-third of the community was born overseas, and the top five nations of origin are China, the United Kingdom, India, New Zealand and Greece.

Stonnington has 3,463 residents who have a disability requiring assistance with core activities, and almost one in 10 residents act in the role of unpaid carer for a person with a disability.

Just over a quarter (25.5 per cent) of residents fully own their home, with a further 21 per cent paying off a mortgage and 44.2 per cent renting.

Stonnington is home to 18,512 businesses creating 70,456 local jobs. The retail trade (20.4 per cent) and health care and social assistance (17.0 percent) industries are Stonnington's largest employers. This adds to our \$10.09 billion gross regional product and contributes significantly to Stonnington's vibrancy and prosperity.

#### Our history

Stonnington was formed in June 1994 through the amalgamation of the cities of Malvern and Prahran. Stonnington takes its name from a historically significant mansion in the area, which was named after Stonington in Connecticut, USA.

Stonnington is situated on the traditional land of the Boon Wurrung and Wurundjeri people. The Boon Wurrung and Woiwurrung, a clan of the Wurundjeri people, continued to live along the Yarra River as European settlement expanded beyond the centre of the Port Phillip district (Melbourne) in the 1800s.

As part of the expanding development of the area, the first Prahran Market was established in 1864. Originally known as Fitzroy Road, Chapel Street was named in 1852 when the first chapel was built.

The first commercial activity along Chapel Street was established in the late 1830s, making it one of the oldest shopping strips in Melbourne today.

Local government has operated in the area for more than 160 years. The first municipal election was held in Prahran in 1856, and the Prahran Town Hall opened in 1861. Planning for the Malvern Town Hall commenced as early as 1867, with the Shire of Malvern, as it was then, holding its first meeting there in 1886.

#### Stonnington community profile

[Insert infographic based on below]

- Demographic profile:
  - Residents: 123,031
  - Density: 46.27 persons per hectare
  - Median age: 35
  - Household income: \$1,942 median per week
- Home ownership:
  - 25.5% fully own house
  - 20.9% mortgage
  - 40.8% renting
  - 3% public housing
  - 8.7% not stated
- Households:
  - Average household size: 2.1
  - Couples with children: 19.5%
  - Couples without children: 25%
  - One parent families: 5.5%
  - Older couples without children: 7%
  - Single-person households: 31.7%
  - Medium and high density housing: 73.5%
- Economy:
  - Employed residents: 71,841
  - Local jobs: 68,030
  - Largest employers:
    - 18.2% health care and social assistance
    - 16.7% retail trade

- 14.2% professional, scientific and technical services
- 9.2% accommodation and food services
- 41.7% other
- Local businesses: 18,717
- Industry types:
  - 19% professional, scientific and technical services:
  - 17.7% rental, hiring and real estate services
  - 14.5% financial and insurance services
  - 9.9% health care and social assistance
  - 39% other
- Fast facts:
  - 23% speak a language other than English at home
  - 21.4% of people volunteer
  - 83% of homes have internet connection
  - 15.8% do not own a car
  - 3.3% need assistance due to a disability

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## Our opportunities and challenges

## Opportunities

[Opportunity icon 1]	<p><b>RENAISSANCE OF LIVE AND WORK LOCAL</b></p> <p>The COVID-19 restrictions introduced have resulted in a significant shift in how people live and work, with people staying closer to home to shop and recreate. This aligns with the 20-minute neighbourhood ideals (see page 27) and provides renewal opportunity for key activity centres and local destinations, including growing local businesses and employment. Associated increased density within the municipality will need to be managed through the provision of open space, amenities, services and transport options.</p>
[Opportunity icon 2]	<p><b>CENTRAL BUSINESS DISTRICT (CBD) IMPACTS</b></p> <p>Office occupancy and commuter movements have been tempered in returning towards pre-COVID-19 levels. There has been an outflow of tenants, consumer activity and reduced tourism which could lead to a slow rebound within CBD's, particularly in relation to commercial and retail property. Coupled with the <i>renaissance of live and work local</i>, this could provide opportunity for inner urban municipalities like Stonnington.</p>
[Opportunity icon 3]	<p><b>INNOVATION AND DIGITAL SERVICE MODELS</b></p> <p>The impacts of COVID-19 accelerated the shift from physical to virtual services. Remote learning for students, city and regional patients accessing mental health care through telehealth, and online shopping growth in remote areas matching cities are all examples of these. Innovative digital technologies present opportunities to transform the delivery of Council services, enhancing efficiency, productivity and customer experience.</p>
[Opportunity icon 4]	<p><b>INCREASED COMMUNITY PARTICIPATION</b></p> <p>Lockdowns, <i>improved digital service models</i> and the <i>renaissance of live and work locally</i> has heightened both community interest of local matters and the opportunity to participate. New engagement opportunities and the desire for further transparency of Council decision making is emerging.</p>
[Opportunity icon 5]	<p><b>FLEXIBILITY AND RESILIENCE</b></p> <p>COVID-19-related responses demonstrate how infrastructure can be better used, not just what new infrastructure could be built. Bus service schedules changed, stations were cleaned more frequently, broadband capacity was released to providers, and ICU capacity was repurposed in hospitals. Capital need not solve everything – customers, providers, and employees flexed to deliver much of the change themselves.</p>
[Opportunity icon 6]	<p><b>LOCAL COLLABORATION</b></p> <p>Greater flexibility across health, education, energy and water was driven by local collaboration that improved capacity and business continuity. Opportunities exist for adjacent local governments to work more collaboratively in areas such as waste management, graffiti removal and group procurement.</p>
[Opportunity icon 7]	<p><b>ENVIRONMENTAL SUSTAINABILITY</b></p> <p>Emissions were reduced in 2020. People visited and valued local parks, waterways and other 'green and blue spaces' more regularly. More people adapted their homes to small-scale solar energy generation and storage. Policy reforms and programs supporting access and uptake could drive even greater sustainability.</p>

## Challenges

[Challenge icon 1]	<p><b>CLIMATE CHANGE</b></p> <p>Climate change is a global issue with local impacts. It is already impacting our environment, human health and local economy, and it requires an immediate and urgent response.</p>
[Challenge icon 2]	<p><b>BARRIERS TO ECONOMIC AND WELLBEING RECOVERY</b></p> <p>Low national case numbers gave Australia a headstart on the ‘return to new normal’ following the initial COVID-19 outbreak. However, a delayed vaccine rollout, oscillating lockdowns and border closures is impacting business and consumer confidence, community wellbeing and inhibiting recovery opportunities to build back better.</p>
[Challenge icon 3]	<p><b>APPETITE TO INVEST IN MEETING FUTURE NEEDS</b></p> <p>Uncertainty about the timing and shape of economic and health recovery, trade tensions and questions over border openings risks deferral and indecision on critical infrastructure projects. Difficulty in planning and decision making will risk future unmet needs if service and infrastructure capacity is not available when it is required.</p>
[Challenge icon 4]	<p><b>HEALTH AND WELLBEING CHALLENGES</b></p> <p>Evidence shows that across many areas, Stonnington resident continue to enjoy high levels of health and wellbeing than the rest of Victoria. However, there are still some concerning trends. Key challenges include mental health, social isolation, prevention of violence, harm from alcohol, healthy eating, physical activity levels and supporting those experiencing disadvantage and vulnerability.</p>
[Challenge icon 5]	<p><b>MITIGATING GROWING CAR DEPENDENCY</b></p> <p>Private motor vehicle use was the first mode to rebound to pre-COVID-19 levels due to health and hygiene concerns, with more people driving to work and a significant number of households purchasing a second hand car. To avoid congestion problems, safe and trusted alternatives to driving need to be provided and encouraged.</p>
[Challenge icon 6]	<p><b>FUTURE OF WASTE MANAGEMENT</b></p> <p>Legislation requirements and increased volumes of waste due to our community living and working locally is presenting challenges with additional costs. Investment will be required to meet mandated state government legislated change.</p>
[Challenge icon 7]	<p><b>REAL-TIME DATA AND INSIGHTS</b></p> <p>In general, private sector data has been more current, granular and insightful in revealing the real-time impacts of COVID-19 and the distribution of those impacts across the country. By comparison, public and national datasets are often released months or years after their reporting timeframe. The need for better data for public decision makers to manage future planning and crisis response is a major priority.</p>

Sources: *Infrastructure beyond COVID-19*, Infrastructure Australia, December 2020; Internal Council Research and Analysis.

Community Vision [Divider page to self]

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### Introduction

The *Stonnington Community Vision 2040* was developed through a deliberative engagement process with people who live, work and study in Stonnington. The 32 representatives who formed the *Shaping Stonnington People’s Panel* were tasked with developing a vision that reflects the breadth of aspirations and priorities of everyone in the community. Further details of the deliberative engagement process are provided on page 6.

The *Stonnington Community Vision 2040* comprises an overarching vision statement and six supporting principles. Together, these will guide Council’s strategy, priorities and actions.

Some supporting principles include a Minority Report, which lists further commentary that the People’s Panel felt should be noted. Comments are included as applicable.

### Vision statement

*‘Our community is a safe, inclusive and creative city that celebrates and embraces its vibrancy of cultures.*

*Walking the tree lined streets, we pay respect to the influence of the Nation’s First Peoples past and living on a modern, sustainable and interconnected way of life that supports the good health and wellbeing of all.*

*Welcome to Stonnington 2040.’*

### Supporting principles

Headline	Description	Rationale
<p><b>Stonnington is a modern city that maintains heritage sites and its cultural identity whilst embracing progressive development, which supports its local businesses and encourages creative initiatives.</b></p> <p><b>[Vision icon 1]</b></p>	<p>We are a city that celebrates and values its culture and history, encouraging all members to express themselves in our community.</p> <p>As sustainable development continues, we will preserve heritage and support existing local small businesses and new business initiatives, allowing our community to continue to be safe, vibrant and inclusive, contributing to Stonnington as a unique destination.</p>	<p>With a growing population, development is inevitable. It is important that any works are sustainable and maintain the identity and liveability. As is already in practice in 2021, without any reductions to the green space or accessibility of the area.</p> <p>Further, we want to ensure that cultural landmarks and history are maintained and respected as they are well loved and important for the community.</p> <p><b>Minority Report [call out box]</b>                      First paragraph doesn’t fit within the principle as a whole. Replace with the below.  <i>We are a city that celebrates and values its culture and conserves its heritage. As sustainable development continues, we will support existing local small businesses and new business initiatives, allowing our community to continue to be safe, vibrant and inclusive, contributing to Stonnington as a unique destination.</i></p>
<p><b>Protect biodiversity, take climate action and pursue eco-friendly ways of living, guided by the United Nations</b></p>	<p>Our city will be informed by the United Nations Sustainable Development Goals, as well as Australian and Victorian Government guidelines.</p>	<p>As our city grows, we want to have access to greenspaces that will improve lifestyles and reduce the urban heat island effect.</p>



<p>Sustainable Development Goals.</p> <p><b>[Vision icon 2]</b></p>	<p>We will protect our biodiversity and explore innovative methods for expanding greenspaces.</p> <p>Pursue more eco-friendly ways of living, by reducing our impact on the Earth through improved waste management, energy consumption and low-emission forms of transport.</p> <p>We will commit to net zero emissions by 2040.</p> <p>Everything we do must be in the spirit of cooperation with our neighbouring communities.</p>	<p>We are committed to living sustainably and working with other entities to achieve this.</p> <p>We will support a global and integrated effort to achieve sustainable development by leveraging the Sustainable Development Goals, as well as Federal and State Government guidelines.</p>
<p>Stonnington's ambition is to be a caring, compassionate and supportive city for all members of the community.</p> <p><b>[Vision icon 3]</b></p>	<p>We want to create a safe environment in Stonnington where we promote respectful relationships and connections with each other. This includes people of all ages, disabilities, disadvantages, ethnicities, religions, genders and sexualities.</p> <p>We embrace and value the Nation's First Peoples as well as diverse cultures and perspectives within the community.</p>	<p>This is important for us to embrace people from all different walks of life to provide opportunities for everyone to flourish within a safe and vibrant community.</p> <p>We want to celebrate our city and land together with the Nation's First Peoples.</p> <p><i>Minority Report [call out box]</i> Remove the word 'ambition' to 'is'. So that it refers to an actual state of being.</p>
<p>Stonnington will have strong governance and diverse representative leadership, which enhances open two-way communication.</p> <p><b>[Vision icon 4]</b></p>	<p>The community will be able to easily access multiple avenues of communication and decision-making to address past, present and emerging issues in Stonnington.</p> <p>Leadership and governance is informed by expert opinions as well as the community to benefit all, whilst considering the representation and acknowledgement of the local Indigenous people and their leaders.</p>	<p>We want to feel like every voice is represented through various modes of communication to promote good governance and leadership.</p> <p>We want clear feedback from the council - why does the council say no? Can the council facilitate the community's ideas?</p>
<p>Stonnington's public spaces will provide the ability for all members of the community to experience and enjoy the natural environment.</p> <p><b>[Vision icon 5]</b></p>	<p>Use every opportunity for plantings in all areas — from built up, to parks, to riverbanks, to nature strips, to railway lines.</p> <p>Require developers to provide occupiable green spaces and consult local residents on what they want in pocket parks.</p>	<p>Access to nature and the opportunity to gather socially and exercise is essential to promoting physical and mental health and wellbeing in all age groups.</p> <p>Public open space gives everyone the opportunity to use the spaces in the way they choose from organized events to spontaneous activities (cultural festivals, music</p>

	Day time use of public spaces to include establishing and maintaining family friendly environments.	performances, picnics with friends, tai chi etc).
<p>We provide access to a variety of quality services and amenities for everyone within 20 minutes.</p> <p><b>[Vision icon 6]</b></p>	<p>Neighbourhoods where everyone (including the elderly and disabled) can walk, bike or use public transport to access recreational, educational, commercial and health services / amenities in no more than 20 minutes.</p> <p>Traffic congestion through interconnected neighbourhoods is managed through smart infrastructure and development and collaboration with stakeholders (eg neighbouring councils, responsible authorities and government).</p>	<p>Making everyone’s life easy allows our community to connect, integrate and flourish.</p> <p>Recreational, educational, commercial and health services/amenities should all be in a neighborhood, as these are important to enhance the community’s health and wellbeing.</p>

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Council Plan 2021-25 [Divider page to self]

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**Introduction**

Developing with our community the Council Plan is one of the most critical pieces of work Council will undertake in its four-year term. It must consider our Community Vision, the challenges and opportunities we face as a city, as well as the functions and obligations required of councils by law.

Once adopted, it becomes our framework for action and guides the delivery of everything we do.

The City of Stonnington has developed this Council Plan centred on three strategic directions representing our broad aspirations in achieving the Community’s Vision:

- A thriving and unique place
- An inclusive and healthy community
- A people centred and future ready city

Each strategic direction is supported by four objectives, those key themes that underpin the directions.



**Operating principles**

Council has also developed four principles to guide how Council operates.

**Continuous improvement**

We will continuously improve our service delivery in line with best value principles to ensure they meet the needs of our community. We will strive to improve quality, efficiency, responsiveness, accessibility and value for money.

We will use data and insights to drive our decision making and ensure our services remain relevant and aligned to what the community needs both now and into the future.

*Supporting priorities:*

*3.2.3 Embed a data informed insights approach to inform continuous improvement and achieve an effective service.*

*3.4.2 Ensure Council's service offerings and resources are identified and reviewed to align with strategy, community needs, value for money and respond to change.*

### **Good governance and transparency**

We will provide responsible and transparent governance to foster trust in our processes and decision-making. We will encourage opportunities for our community to engage with us and will openly share information about our decisions and performance.

We will ensure effective structures, systems, processes and procedures are in place for our operations. Our Councillors and staff will undertake their roles in a way that represents the best interests of the community and best outcomes for Stonnington.

*Supporting priorities:*

*3.1.1 Engage and listen to our community in an accessible, timely, representative, and innovative way to inform Council decision-making and forge common trust.*

*3.4.5 Ensure Council meets its legislative, regulatory, governance and ethical obligations.*

### **Aligned purpose, values and capabilities**

We have a shared sense of purpose across Council, which is demonstrated through our people, performance and culture. We promote a positive and inclusive work environment, our people feel valued and are clear about expectations and accountabilities. We ensure we identify and foster the right capabilities to ensure our people best serve the community.

*Supporting priorities:*

*3.3.2 Build the right culture.*

*3.3.3 Build the right capability for now and the future.*

*3.3.5 Be an Employer of Choice.*

### **Climate leadership**

We will consider climate response across all aspects of Council, ensuring it is viewed as a whole-of-organisation responsibility. Our strategies, plans and services will be viewed through a climate change lens. Through a shared understanding of climate change impacts, we will work to deliver outcomes that reduce emissions, adapt to a changing climate, address climate risk and help create a more sustainable future.

*Supporting Priorities*

*2.4.1 Transition to zero net emissions by 2030 for Council's own operations and support reduced community carbon emissions to provide a safer climate and improved health outcomes.*

*2.4.2 Support, facilitate and empower community climate action and resilience through education, collaboration, and promotion of Council action.*

Strategy summary

The below depicts how Council’s Strategic Objectives each align with the Community Vision’s supporting principles. It also highlights Council’s priorities over the next four years – those outcomes we seek to achieve against our strategic directions and objectives.

Key actions – *the critical activities that will deliver on Council’s priorities over the 4-year period* – and indicators – *set to provide insight or monitor the achievement of our strategic objectives* – support these priorities and are included in more detail within the following chapters. A more comprehensive and detailed program of actions to be delivered during each financial year is included in the Annual Plan.

Direction	Objective	Relevant Community Vision Principle	Priorities
1. A thriving and unique place	1.1 Identity and destination	[Vision icon 1]	1.1.1 Strengthen Stonnington’s unique identity as a destination of choice, to continue to attract and create advocates of residents, businesses and visitors.
		[Vision icon 5]	1.1.2 Define, celebrate and promote what our residents and visitors love about our individual neighbourhoods to guide Council programs, activations and capital works.
		[Vision icon 6]	1.1.3 Define and reinvigorate the Chapel Street precinct as an iconic destination.
			1.1.4 Attract and deliver iconic arts, culture and events that make Stonnington a place everyone wants to be.
	1.2 Thriving and desirable business	[Vision icon 1]	1.2.1 Grow Stonnington’s visitor and local economy across the municipality.
		[Vision icon 6]	1.2.2 Attract industries, anchor tenants and the right mix of businesses for our 20-minute neighbourhoods and aligned with precinct identities.
			1.2.3 Support the establishment and success of innovative and creative enterprises.
			1.2.4 Enable swift business activation and growth.
	1.3 Pride of place and character	[Vision icon 1]	1.3.1 Provide safe, inviting, accessible and well-maintained streetscapes, neighbourhoods and public realm, as defined by our community, to promote pride of place and improved health and wellbeing outcomes.
		[Vision icon 5]	1.3.2 Ensure our built, natural and cultural heritage is protected and celebrated.
		[Vision icon 6]	1.3.3 Reactivate and celebrate private and public heritage buildings.
			1.3.4 Set and promote high design standards that contribute to the preferred character of the area, creating sustainable and enduring places.
			1.3.5 Advocate for and accommodate sustainable growth and development, while protecting our unique character and liveability.
	1.4 Active transport and connected city	[Vision icon 6]	1.4.1 Deliver and advocate for sustainable and enjoyable pedestrian, cycling and public transport options to enable our 20-minute neighbourhoods.
			1.4.2 Deliver safe and connected active transport networks within and through Stonnington.
			1.4.3 Ensure accessible and safe transport infrastructure and services for all ages.
		1.4.4 Partner and advocate to ensure the optimal balance of road uses between private transport, active transport and other uses.	
		1.4.5 Optimise use of parking opportunities across Stonnington.	

Direction	Objective	Relevant Community Vision Principle	Priorities
<b>2. An inclusive and healthy community</b>	<b>2.1 Health and wellbeing</b>	[Vision icon 3]	2.1.1 Support our community to recover from the impacts of COVID-19.
		[Vision icon 5]	2.1.2 Enhance our community's health and wellbeing and promote resilience through quality service delivery and strategic partnerships.
		[Vision icon 6]	2.1.3 Support increased community involvement and connections to create a sense of belonging, improve mental health and emotional wellbeing.
			2.1.4 Support and advocate for the health and wellbeing of those in our community experiencing disadvantage and vulnerability.
			2.1.5 Support our community to be more physically active and lead healthier lifestyles.
			2.1.6 Enhance wellbeing through community hubs, libraries and collaborative spaces.
	<b>2.2 Diverse, inclusive and safe</b>	[Vision icon 3]	2.2.1 Create a safe and resilient community for everyone who lives, works and visits.
		[Vision icon 5]	2.2.2 Embrace, understand and value the diverse cultural backgrounds, experiences and needs of Aboriginal and Torres Strait Islander People living within Stonnington.
			2.2.3 Promote gender equality and respect to drive positive social change, prevent family violence and all forms of violence against women.
			2.2.4 Create public spaces and places that are inclusive and accessible to everyone regardless of age, gender, ability, culture, sexuality and personal circumstance.
			2.2.5 Support our culturally and linguistically diverse community members to feel valued, included, respected and able to access services they need.
	<b>2.3 Public and green spaces</b>	[Vision icon 5]	2.3.1 Further improve the quality of our existing parks, waterways and facilities to optimise their use.
		[Vision icon 2]	2.3.2 Create more public and private open and green spaces through strategic land acquisitions and innovative solutions.
		[Vision icon 6]	2.3.3 Create an interconnected and walkable green space network to enable our 20-minute neighbourhoods.
			2.3.4 Plan for community infrastructure assets and facilities which are multi-functional and meet the current and changing needs of our community.
	<b>2.4 Sustainability and climate action</b>	[Vision icon 2]	2.4.1 Transition to zero net emissions by 2030 for Council's own operations and support reduced community carbon emissions to provide a safer climate and improved health outcomes.
		[Vision icon 5]	2.4.2 Support, facilitate and empower community climate action and resilience through education, collaboration, and promotion of Council action.
			2.4.3 Grow our urban forest through public and private tree planting, and protect and enhance biodiversity.
			2.4.4 Support the development of a circular economy as part of a minimal waste future and the transition away from landfill.
			2.4.5 Develop an integrated approach to become a water sensitive city.
		2.4.6 Embed environmentally sustainable design principles within Council buildings, facilities and private development.	
<b>3. A people centred and future ready city</b>	<b>3.1 Community focus, connection and engagement</b>	[Vision icon 4]	3.1.1 Engage and listen to our community in an accessible, timely, representative, and innovative way to inform Council decision-making and forge common trust.
		[Vision icon 3]	3.1.2 Promote and celebrate Stonnington's services, programs and achievements to inform the community with relevant information.
			3.1.3 Know what matters most to the community to provide the right information and improved services.

Direction	Objective	Relevant Community Vision Principle	Priorities
			3.1.4 Develop partnerships that create community benefit through joint planning, advocacy, service delivery and resource sharing.
			3.1.5 Facilitate relationships between and within the community and among stakeholders to make decisions and demonstrate transparency.
	<b>3.2 Enhanced customer experience</b>	[Vision icon 4] [Vision icon 6]	3.2.1 Align and improve our external-facing channels to ensure the community can receive the help they need in any way that suits them and in a timely manner.
			3.2.2 Improve and streamline Council's internal systems, capabilities and processes to enhance customer experience through continuous improvement to deliver an end-to-end customer centric experience.
			3.2.3 Embed a data informed insights approach to inform continuous improvement and achieve an effective service.
	<b>3.3 Engaged and capable people</b>	[Vision icon 4]	3.3.1 Keep our workplace safe.
			3.3.2 Build the right culture.
			3.3.3 Build the right capability for now and the future.
			3.3.4 Embrace risk as a tool for performance improvement and value creation.
			3.3.5 Be an Employer of Choice.
	<b>3.4 Fit for purpose operating model and resource management</b>	[Vision icon 4] [Vision icon 6]	3.4.1 Ensure alignment of Council's strategies, plans and funding with Stonnington's Community Vision and Council Plan.
			3.4.2 Ensure Council's service offerings and resources are identified and reviewed to align with strategy, community needs, value for money and respond to change.
			3.4.3 Ensure effective and efficient maintenance and renewal of Council's infrastructure to deliver defined service levels.
			3.4.4 Deliver strategically aligned capital works program, operating initiatives and optimal utilisation of Council assets.
			3.4.5 Ensure Council meets its legislative, regulatory, governance and ethical obligations.
			3.4.6 Modernise Council systems and technology to enable a future ready organisation.
			3.4.7 Keep data and information safe and secure.



Direction 1: A thriving and unique place [Divider page to self]

DRAFT

Direction and objectives overview

**By 2025...**

We are becoming a city of 20-minute neighbourhoods, reflecting desired character and distinct identity that are defined by our community. Residents love and are proud of their neighbourhoods – shopping, socialising, learning and living locally.

We are identifying and fostering points of difference for our precincts and shopping strips. They are unique, attractive, appealing and have the right mix of business. Council is an activator not a red tape machine – we proactively facilitate and collaborate with businesses and the broader community to craft a place we all want to be part of and share our successes.

We are leading the way in positive change and renewal. We celebrate our local landmarks and heritage whilst also embracing modern, well-designed spaces and places. Chapel Street is waking from its slumber, with Council prioritising and investing in its revitalisation as an iconic location.

We have had significant successes, delivering on key projects and outcomes to ensure Stonnington is a much-loved place – iconic, beautiful and thriving.

**Beyond 2025, we have laid the foundations to...**

- Achieve 20-minute neighbourhoods and unique precinct identities. Working alongside community and business, we have created a holistic approach that ensures the right mix of business and events are delivered at the right time.
- Define design and planning principles, which drive our advocacy, urban form, aesthetic and are reflected in our planning scheme. The community defines these principles. We hold onto these until the bitter end.
- Achieve a distinct yet evolving identity, look and feel - ‘Destination Stonnington’. You instantly know you are in Stonnington and our suburbs, and this identity attracts visitors from across Victoria, Australia, and the world.
- Have a truly integrated and sustainable active transport system.
- Be a better, thriving and more unique place than ever before.

**To this end, our strategic objectives are...**

- Identify and destination
- Thriving and relevant businesses
- Pride of place and character
- Active transport and connected city

Strategic opportunities and challenges

The following opportunities and challenges, as identified on pages 13-14, impact this strategic direction.

Opportunities	Challenges
<ul style="list-style-type: none"> <li>• Renaissance of live and work local</li> <li>• Central Business District (CBD) impacts</li> <li>• Local collaboration</li> </ul>	<ul style="list-style-type: none"> <li>• Barriers to economic and wellbeing recovery</li> <li>• Appetite to invest in meeting future needs</li> <li>• Mitigating growing car dependency</li> </ul>

[Include relevant icons]

**[Call out box]**

**The 20-minute neighbourhood** is all about living locally – giving people the ability to meet most of their daily needs within a 20-minute journey from home by pedestrian, cycling or local public transport options.

The places we live have a direct impact on our health. By creating well-designed neighbourhoods that are connected through a mix of land-uses, housing types and access to quality public transport, we can create healthier and more liveable communities.

## 1.1 Identity and destination

### Priorities:

1.1.1 Strengthen Stonnington's unique identity as a destination of choice, to continue to attract and create advocates of residents, businesses and visitors.

1.1.2 Define, celebrate and promote what our residents and visitors love our about our individual neighbourhoods to guide Council programs, activations and capital works.

1.1.3 Define and reinvigorate the Chapel Street precinct as an iconic destination.

1.1.4 Attract and deliver iconic arts, culture and events that make Stonnington a place everyone wants to be.

### Supporting priorities

3.1.1 *Engage and listen to our community in an accessible, timely, representative, and innovative way to inform Council decision-making and forge common trust.*

### Key Actions:

- Place Led Economic Development Strategy (Develop and Implement)
- Precinct Plans, Structure Plans and Activation Plans (Develop and Implement)
- Chapel Street Transformation (Develop and Implement)
- Arts and Culture Strategy (Develop and Implement)

### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Social media engagement with events or precincts (measure: TBC)	Visitor data for precincts (measure: TBC)
Community and cultural activities performance (measure: CSAT survey)	No. of events funded by Council; OR funding of events by Council (measure: internal KPI exists)
Net Promoter Score (measure: TBC)	Marketing Return on Investment (measure: TBD)
Visitation – No.; Dwell Time; Spend (measures: TBC)	

## 1.2 Thriving and desirable businesses

### Priorities:

1.2.1 Grow Stonnington's visitor and local economy across the municipality.

1.2.2 Attract industries, anchor tenants and the right mix of businesses for our 20-minute neighbourhoods and aligned with precinct identities.

1.2.3 Support the establishment and success of innovative and creative enterprises.

1.2.4 Enable swift business activation and growth.

### Supporting priorities:

1.1.1 *Strengthen Stonnington's unique identity as a destination of choice, to continue to attract and create advocates of residents, businesses and visitors.*

### Key Actions:

- Place Led Economic Development Strategy (Develop and Implement)
- Precinct Plans and Activation Plans (Develop and Implement)
- Business Association Partnerships (Build and Enhance)
- Digital Transformation Program, Customer Experience Strategy (Develop and Implement)
- Business Grants, Arts and Culture Grants and Business Attraction Programs (Investigate, Develop and Implement)

### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Retail vacancy rates (measure: internal KPI exists)	Business activation time to serve (measure: internal process mapping)
Gross local product of municipality (measure: available)	Business association relationship score (measure: TBC)
Number of people employed within the municipality (measure: available)	Efficacy of special rate paid to traders associations (measure: TBC)
Number of registered businesses within the municipality (measure: available)	

### 1.3 Pride of place and character

#### Priorities:

1.3.1 Provide safe, inviting, accessible and well-maintained streetscapes, neighbourhoods and public realm, as defined by our community, to promote pride of place and improved health and wellbeing outcomes.

1.3.2 Ensure our built, natural and cultural heritage is protected and celebrated.

1.3.3 Reactivate and celebrate private and public heritage buildings.

1.3.4 Set and promote high design standards that contribute to the preferred character of the area, creating sustainable and enduring places.

1.3.5 Advocate for and accommodate sustainable growth and development, while protecting our unique character and liveability.

#### Supporting priorities:

1.1.1 Strengthen Stonnington's unique identity as a destination of choice, to continue to attract and create advocates of residents, businesses and visitors.

2.1.3 Support increased community involvement and connections to create a sense of belonging, improve mental health and emotional wellbeing.

2.3.1 Further improve the quality of our existing parks, waterways and facilities to optimise their use.

3.1.1 Engage and listen to our community in an accessible, timely, representative, and innovative way to inform Council decision-making and forge common trust.

#### Key actions:

- Planning Scheme & Amendments, Local Laws, Rates & Revenue Strategy (Review and Implement)
- Masterplans (Review and Implement)
- State Government (Partner, Advocate and Lobby)
- Neighbourhood Activity Centre Framework (Finalise and Implement)
- Victorian Government Architect's Panel (Utilise to peer review major or culturally significant planning applications)
- Housing Strategy (Finalise and Implement)
- Heritage Strategy & Overlays, City Heritage Review, Heritage Protection Framework (Review, Develop and Implement)
- Reconciliation Action Plan, Sustainable Environment Strategy (Implement)

#### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Appearance of public areas (measure: CSAT survey)	Time taken to decide planning applications (measure: LGPRF)
	Proportion of municipality within a heritage overlay (measure: internal KPI available)

## 1.4 Active transport and connected city

### Priorities:

1.4.1 Deliver and advocate for sustainable and enjoyable pedestrian, cycling and public transport options to enable our 20-minute neighbourhoods.

1.4.2 Deliver safe and connected active transport networks within and through Stonnington.

1.4.3 Ensure accessible and safe transport infrastructure and services for all ages.

1.4.4 Partner and advocate to ensure the optimal balance of road uses between private transport, active transport and other uses.

1.4.5 Optimise use of parking opportunities across Stonnington.

### Supporting priorities:

2.2.1 Create a safe and resilient community for everyone who lives, works and visits.

3.4.3 Ensure effective and efficient maintenance and renewal of Council's infrastructure to deliver defined service levels.

### Key actions:

- Active Transport Strategy (Develop and Implement)
- Integrated Transport Strategy (Review and Implement)
- Parking Policy, Parking Study (Review and Implement)
- Road Safety Strategy (Implement)
- Neighbouring Municipalities, M9 Councils (Partner)
- Data Strategy (Develop and Implement)
- Inclusion Plan (Implement)

### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Proportion of trips to, from and within the municipality via. active transport (measure: TBC)	Proportion of sealed local roads below intervention level (measure: LGPRF)
Number of fatal or serious transport accidents (measure: VicRoads)	Kilometers of upgraded cycling infrastructure (measure: TBC)
	Footpath condition (measure: Internal asset condition report)
	Spend on accessibility infrastructure (measure: TBC)

Key service areas contributing to strategic direction:

- Economic development and recovery
- Urban development
- Venue facilities
- Events, arts and culture
- Chapel off Chapel
- Digital and marketing
- Streets, roads and drains cleaning and maintenance
- Property maintenance
- Traffic and parking services

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Direction 2: An inclusive and healthy Community [Divider page to self]

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Direction and objectives overview

**By 2025...**

Our community has emerged from the challenges of COVID-19 more resilient, responsive and connected than before. We have learnt from the challenges and have adapted to make improvements for our future, with Council evolving our services to meet the needs our community. They are living healthy, happy and fulfilled lives, recognising that good health is about physical, mental and social wellbeing.

We are a community that is welcoming, safe and accommodating for all who live, work and play here. People are more connected to their local neighbourhoods. Residents know each other, feel part of their community, are increasingly members of local community and sporting organisations, support the vulnerable among us, and embrace their 20-minute neighbourhood. They feel safer, more engaged and happy.

We respect our cultural heritage, paying respect to the nation’s First Peoples past and living.

Our parks, gardens and facilities are used to their maximum. There is no exclusive ownership – they are open and accessible to all of our community and used for multiple purposes. They have the right balance between active and passive usage.

We are celebrating our sustainability wins with climate considerations embedded across everything we do. We are on track to meet emission reduction targets within our Climate Emergency Action Plan, and are supporting the community to mitigate, prepare for and adapt to our changing climate. We have expanded our canopy cover to green and cool the city.

**Beyond 2025, we have laid the foundations to...**

We have laid the foundations to:

- Exceed community health and wellbeing targets.
- Achieve a local treaty with nation’s First Peoples.
- Think outside the box for creating more green spaces – pocket parks, rooftop gardens and streetscapes.
- Develop and embed a circular waste economy through viewing and valuing waste as a resource.
- Approaching net zero carbon emissions by 2030.
- Be a happier, healthier and more inclusive community than ever before.

**To this end, our strategic objectives are...**

- Health and wellbeing
- Diverse, inclusive and safe
- Public and green spaces
- Sustainability and climate action

Strategic opportunities and challenges

The following opportunities and challenges, as identified on pages 13-14, impact this strategic direction.

Opportunities	Challenges
<ul style="list-style-type: none"> <li>• Innovation and digital service models</li> <li>• Flexibility and resilience</li> <li>• Local collaboration</li> <li>• Environmental sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Climate change</li> <li>• Barriers to economic and wellbeing recovery</li> <li>• Health and wellbeing challenges</li> <li>• Future of waste management</li> </ul>

[Include relevant icons]

## 2.1 Health and wellbeing

### Priorities:

2.1.1 Support our community to recover from the impacts of COVID-19.

2.1.2 Enhance our community's health and wellbeing and promote resilience through quality service delivery and strategic partnerships.

2.1.3 Support increased community involvement and connections to create a sense of belonging, improve mental health and emotional wellbeing.

2.1.4 Support and advocate for the health and wellbeing of those in our community experiencing disadvantage and vulnerability.

2.1.5 Support our community to be more physically active and lead healthier lifestyles.

2.1.6 Enhance wellbeing through community hubs, libraries and collaborative spaces.

### Supporting priorities:

1.1.4 Attract and deliver iconic arts, culture and events that make Stonnington a place everyone wants to be.

2.2.1 Create a safe and resilient community for everyone who lives, works and visits.

2.4.1 Transition to zero net emissions by 2030 for Council's own operations and support reduced community carbon emissions to provide a safer climate and improved health outcomes.

### Key actions:

- Community Recovery Plan (Implement)
- Municipal Public Health and Wellbeing Plan (Implement)
- Active Stonnington Strategic Framework (Implement)
- Community Safety Strategy, Social and Affordable Housing Strategy (Develop and Implement)
- Community Recovery Plan, Homelessness Protocol (Implement)

### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Proportion of children in their first year of school developmentally vulnerable on one or two domains (measure: TBC)	Participation in maternal and child health services (measure: LGPRF)
Proportion of residents who are unemployed (measure: ABS)	Sporting and recreational club membership (measure: internal KPI available)
Satisfaction with recreational facilities (measure: CSAT)	Active library users (including online borrowers) (measure: LGPRF)
Social housing as a proportion of total housing stock (measure: TBC)	
Premature deaths due to preventable chronic diseases (measure: VPHS data)	
Proportion of adults and adolescents with psychological distress (measure: VPHS data)	
Proportion of adults, adolescents and children who are sufficiently physically active (measure: VPHS data)	

## 2.2 Diverse, inclusive and safe

### Priorities:

2.2.1 Create a safe and resilient community for everyone who lives, works and visits.

2.2.2 Embrace, understand and value the diverse cultural backgrounds, experiences and needs of Aboriginal and Torres Strait Islander People living within Stonnington.

2.2.3 Promote gender equality and respect to drive positive social change, prevent family violence and all forms of violence against women.

2.2.4 Create public spaces and places that are inclusive and accessible to everyone regardless of age, gender, ability, culture, sexuality and personal circumstance.

2.2.5 Support our culturally and linguistically diverse community members to feel valued, included, respected and able to access services they need.

### Supporting priorities:

1.3.1 Provide safe, inviting, accessible and well-maintained streetscapes, neighbourhoods and public realm, as defined by our community, to promote pride of place and improved health and wellbeing outcomes.

### Key actions:

- Reconciliation Action Plan (Implement)
- Municipal Public Health and Wellbeing Plan (Implement)
- Gender Equality Strategy; Gender Impact Assessments (Develop and Implement)
- Community Safety Strategy (Develop and Implement)
- Municipal Emergency Management Plan (Implement)
- Open Space Strategy (Develop and Implement)
- Inclusion Plan (Implement), Changing Places Strategy (Implement)
- Cultural Diversity Action Plan (Develop and Implement)

### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Proportion of residents who feel a sense of safety and security in Stonnington (measure: CSAT – paid measure)	Improved accessibility of public infrastructure and council buildings (measure: TBC)
Rate of family violence incidents reported by policy (measure: VPHS data)	

## 2.3 Public and green spaces

### Priorities:

2.3.1 Further improve the quality of our existing parks, waterways and facilities to optimise their use.

2.3.2 Create more public and private open and green spaces through strategic land acquisitions and innovative solutions.

2.3.3 Create an interconnected and walkable green space network to enable our 20-minute neighbourhoods.

2.3.4 Plan for community infrastructure assets and facilities which are multi-functional and meet the current and changing needs of our community.

### Supporting priorities:

2.2.4 Create public spaces and places that are inclusive and accessible to everyone regardless of age, gender, ability, culture, sexuality and personal circumstance.

2.4.3 Grow our urban forest through public and private tree planting, and protect and enhance biodiversity.

### Key actions:

- Open Space Strategy (Develop and Implement); Strategies for Creating Open Spaces (Implement)
- Developers Contribution Scheme (Develop and Implement)
- Strategic Land Acquisitions (Undertake)
- Community Infrastructure Plan (Develop and Implement)
- Data Strategy (Develop and Implement)
- Active Transport Strategy (Develop and Implement)
- Planning Scheme & Amendments (Review and Implement)

### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Dwell times in public and green spaces (measure: TBC)	Parks condition (measure: Internal asset condition report)
Recreational facilities – performance (measure: CSAT)	

## 2.4 Sustainability and climate action

### Priorities:

2.4.1 Transition to zero net emissions by 2030 for Council's own operations and support reduced community carbon emissions to provide a safer climate and improved health outcomes.

2.4.2 Support, facilitate and empower community climate action and resilience through education, collaboration, and promotion of Council action.

2.4.3 Grow our urban forest through public and private tree planting, and protect and enhance biodiversity.

2.4.4 Support the development of a circular economy as part of a minimal waste future and the transition away from landfill.

2.4.5 Develop an integrated approach to become a water sensitive city.

2.4.6 Embed environmentally sustainable design principles within Council buildings, facilities and private development.

### Key actions:

- Climate Emergency Action Plan (Implement)
- Sustainable Environment Strategy (Implement)
- Urban Forest Strategy (Implement)
- Biodiversity Management Plan (Develop and Implement)
- Waste and circular economy strategy (Develop and Implement)
- Integrated Water Management Plan (Develop and Implement)

### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Community emissions per capita and gross (measures: TBC)	Council's gross greenhouse gas emissions (tCO <sub>2</sub> -e) (measure: internal KPI available)
Community mains water use per capita (ML) (measure: TBC)	Council's energy consumption in buildings and streetlights (MWh) (measure: internal KPI available)
Engagement / attendance levels of sustainability events (measure: TBC)	Proportion of alternative water used (measure: internal KPI available)
Increase in solar installation/uptake (measure: internal KPI available)	Proportion of kerbside collection waste diverted from landfill (measure: LGPRF)
ESD in private development (measure: TBC)	ESD in Council buildings and facilities (measure: TBC)
	Proportion of municipal urban forest canopy cover (measure: TBC)

Key service areas contributing to strategic direction:

- Diversity and aged services
- Aquatic services
- Children and family services
- Library and local history services
- Environmental health
- Animal management services
- Liveability and compliance
- Public spaces, design and development
- Malvern Valley Golf Course
- Active communities
- Parks and environment
- Environment and sustainability
- Waste collection and management

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Direction 3: A people centred and future ready city [Divider page to self]

DRAFT

### Direction and objectives overview

#### By 2025...

We do the basics right – bins are collected, our roads and footpaths are maintained – and don't just meet our communities expectations, we exceed them.

We hear the many voices of our diverse community, and they are meaningfully involved in decision-making, strategy development and service design. Engagement takes many forms and comes from a broader cross section of people than ever before, particularly people those who are vulnerable, or who have previously felt unheard and underrepresented.

We meet community expectations on communication and transparency; and customer interactions with Council are positive and responsive. Council is trusted and the community feels respected, valued and that they belong.

Council systems are easy to use and customer focused. They enhance customer experience while delivering value-for-money services and products. They are streamlined, provide a one-stop-shop for the community, and provide a single view of the customer for Council. Our systems are complemented by excellent personal service.

Council staff are proud of where they work and have a strong connection to their role in serving the community. We have the right people, with the right capabilities, working in the right organisational culture and living by Stonnington's values. Our people feel safe, respected and supported.

Council is organised to best manage our built and natural environment and deliver our services. We balance best practice with value for money, and strive for continuous improvement in the best interests of our community.

#### Beyond 2025, we have laid the foundations to...

- Be an agile, adaptive and innovative city responding to the changing needs across our community.
- Drive data-driven decision-making and transparent performance reporting against our targets.
- Ensure Council systems are best in class, meeting the needs of our community – know me, inform me, help me.
- Focus Council's resources where they are most needed and provide value for money, with benefits returned to the community.
- Be a world class, contemporary local government that attracts, supports and retains good people.
- Be a more responsive, people centred and future ready city than ever before.

#### To this end, our strategic objectives are...

- Community focus, connection and engagement
- Customer experience through transformation
- Engaged and capable people
- Fit for purpose operating model and resource management

### Strategic opportunities and challenges

The following opportunities and challenges, as identified on pages 13-14, impact this strategic direction.

Opportunities	Challenges
<ul style="list-style-type: none"> <li>• Innovation and digital service models</li> <li>• Increased community participation</li> </ul>	<ul style="list-style-type: none"> <li>• Appetite to invest in meeting future needs</li> <li>• Real-time data and insights</li> </ul>



<ul style="list-style-type: none"> <li>• Flexibility and resilience</li> <li>• Local collaboration</li> </ul>	
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[Include relevant icons]

### 3.1 Community focus, connection and engagement

**Priorities:**

3.1.1 Engage and listen to our community in an accessible, timely, representative, and innovative way to inform Council decision-making and forge common trust.

3.1.2 Promote and celebrate Stonnington's services, programs and achievements to inform the community with relevant information.

3.1.3 Know what matters most to the community to provide the right information and improved services.

3.1.4 Develop partnerships that create community benefit through joint planning, advocacy, service delivery and resource sharing.

3.1.5 Facilitate relationships between and within the community and among stakeholders to make decisions and demonstrate transparency.

**Key actions:**

- Community Engagement Policy and Program (Implement)
- Digital Transformation Program (Develop and Implement)
- Customer Experience Strategy (Develop and Implement)
- State Government (Partner, Advocate and Lobby)

**Indicators:**

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Overall council performance (measure: CSAT)	Website visitation and social media interaction (measure: internal KPIs available)
Community satisfaction with consultation and engagement (measure: CSAT)	
Lobbying on behalf of the community – performance (measure: CSAT)	

### 3.2 Enhanced customer experience

#### Priorities:

3.2.1 Align and improve our external-facing channels to ensure the community can receive the help they need in any way that suits them and in a timely manner.

3.2.2 Improve and streamline Council's internal systems, capabilities and processes to enhance customer experience through continuous improvement to deliver an end-to-end customer centric experience.

3.2.3 Embed a data informed insights approach to inform continuous improvement and achieve an effective service.

#### Supporting priorities:

3.1.2 Promote and celebrate Stonnington's services, programs and achievements to inform the community with relevant information.

3.3.2 Build the right culture.

3.3.3 Build the right capability for now and the future.

3.4.6 Modernise Council systems and technology to enable a future ready organisation.

#### Key actions:

- Digital Transformation Program (Develop and Implement)
- Customer Experience Strategy (Develop and Implement)
- Technology Strategy (Develop and Implement)
- Data Strategy (Develop and Implement)
- Organisational Capability Framework; Talent Management Framework (Develop and Implement)

#### Indicators:

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Customer service rating (measure: CSAT)	Proportion of customer service requests resolved within agreed timeframes (measure: TBC)
Net Performance Score (measure: TBC)	Proportion of customer complaints resolved on time (measure: TBC)

### 3.3 Engaged and capable people

#### Priorities:

3.3.1 Keep our workplace safe.

3.3.2 Build the right culture.

3.3.3 Build the right capability for now and the future.

3.3.4 Embrace risk as a tool for performance improvement and value creation.

3.3.5 Be an Employer of Choice.

#### Key actions:

- People Strategy (Develop and Implement)
- Safety Culture Transformation Program (Implement)
- Organisational Capability Framework; Talent Management Framework (Develop and Implement)
- Risk Management Framework (Implement)
- Diversity and Inclusion Plan; Gender Equality Action Plan (Develop and Implement)

#### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
	No. of OHS incidents (measure: internal KPI available)
	Staff turnover (measure: internal KPI available)
	Engagement score (measure: internal KPI available)
	Culture: Increase in constructive styles (measure: internal KPI available)
	Risk management compliance (measure: internal KPI available)

### 3.4 Fit for purpose operating model and resource management

#### Priorities:

3.4.1 Ensure alignment of Council's strategies, plans and funding with Stonnington's Community Vision and Council Plan.

3.4.2 Ensure Council's service offerings and resources are identified and reviewed to align with strategy, community needs, value for money and respond to change.

3.4.3 Ensure effective and efficient maintenance and renewal of Council's infrastructure to deliver defined service levels.

3.4.4 Deliver strategically aligned capital works program, operating initiatives and optimal utilisation of Council assets.

3.4.5 Ensure Council meets its legislative, regulatory, governance and ethical obligations.

3.4.6 Modernise Council systems and technology to enable a future ready organisation.

3.4.7 Keep data and information safe and secure.

#### Key actions:

- Annual Budget Process; Annual Business and Service Planning Process (Implement)
- Service Review program (Implement)
- Rates & Revenue Strategy (Review and Implement)
- Integrated planning and performance framework (Review and Implement)
- Asset Management Strategy and Program (Review and Implement)
- Digital Transformation Program (Develop and Implement)
- Technology Strategy (Develop and Implement)
- Data Strategy (Develop and Implement)
- Cyber Security Strategy (Develop and Implement)

#### Indicators:

[To be finalised]

Community Indicators (to provide insight)	Council Indicators (to monitor achievement)
Condition of sealed roads – performance (measure: CSAT)	Expenses / head of population (measure: LGPRF)
	Financial Sustainability Risk Rating – LOW
	% of major initiatives / projects on track (measure: internal KPI available)
	Cost to serve and capacity release by service area (measure: internal KPI available)
	Councillor attendance at meetings (measure: LGPRF)
	Decisions made at meetings closed to the public (measure: LGPRF)
	Roads condition (measure: Internal asset condition report)
	Overall asset condition (measure: Internal asset condition report)

Key service areas contributing to strategic direction:

- Communications
- Transformation and customer experience
- Customer services
- Organisational development
- Councillors, Chief Executive, Executive Team and Governance
- Financial services and strategic council plan
- Fleet services
- Geographical information systems
- Information services and business systems
- Project management and delivery
- Records management
- Risk management
- Asset management and planning

DRAFT

Summary of changes to priorities

No.	Original text	Amended text (bolded)	Rationale
<b>1.1 Identity and destination</b>			
1.1.1	Strengthen Stonnington’s unique identity as a destination of choice, to ATTRACT and create advocates of residents, businesses and visitors.	Strengthen Stonnington’s unique identity as a destination of choice, <b>to continue</b> to attract and create advocates of residents, businesses and visitors.	MINOR CHANGE
1.1.2	Define what our residents and visitors love our about our precincts to guide Council programs, activations and capital works.	Define, <b>celebrate and promote</b> what our residents and visitors love about our <b>individual neighbourhoods</b> to guide Council programs, activations and capital works.	MINOR CHANGE – added ‘celebrate and promote’ and changed from ‘precincts’ to ‘individual neighbourhoods’
1.1.3	Define and revitalise the Chapel Street precinct as an iconic destination	Define and <b>reinvigorate</b> the Chapel Street precinct as an iconic destination.	MINOR CHANGE – changed ‘revitalised’ to ‘reinvigorate’ to ensure positive language
1.1.4	Attract and deliver iconic arts, culture and community events that make Stonnington a place everyone wants to be.	Attract and deliver iconic arts, culture and events that make Stonnington a place everyone wants to be.	NO CHANGE
<b>1.2 Thriving and desirable businesses</b>			
1.2.1	Grow Stonnington’s visitor economy	Grow Stonnington’s visitor <b>and local</b> economy <b>across the municipality</b> .	MINOR CHANGE – added ‘local’ and ‘across the municipality’
1.2.2	Attract industries, anchor tenants and the right mix of businesses for our 20-minute neighbourhoods and aligned with precinct identities.	Attract industries, anchor tenants and the right mix of businesses for our 20-minute neighbourhoods and aligned with precinct identities.	NO CHANGE
1.2.3	Support the establishment and success of innovative and creative enterprises	Support the establishment and success of innovative and creative enterprises.	NO CHANGE
1.2.4	Reduce red tape to enable swift business activation and growth	Enable swift business activation and growth.	MINOR CHANGE – removed ‘red tape’ to frame in the positive
<b>1.3 Pride of place and character</b>			
1.3.1	Provide safe, attractive and well maintained streetscapes, neighbourhoods and public realm, as defined by our community.	Provide safe, <b>inviting, accessible</b> and well-maintained streetscapes, neighbourhoods and public realm, as defined by our community, <b>to promote pride of place and improved health and wellbeing outcomes</b> .	MAJOR CHANGE – ‘inviting and accessible’ added; ‘attractive’ removed; acknowledges outcome of this priority is <u>both</u> pride of place and improved health and wellbeing outcomes.
1.3.2	Ensure our built, natural and cultural heritage is protected and celebrated	Ensure our built, natural and cultural heritage is protected and celebrated	NO CHANGE
1.3.3	Celebrate our heritage buildings and give them new life	<b>Reactivate and</b> celebrate <b>private and public</b> heritage buildings.	MINOR CHANGE – added ‘reactivate’, highlighted both private and public heritage buildings
1.3.4	Ensure quality built design outcomes for Stonnington	<b>Set and promote high design standards that contribute to the preferred character of the area, creating sustainable and enduring places.</b>	MAJOR CHANGE – plenary rewrite

No.	Original text	Amended text (bolded)	Rationale
1.3.5	Accommodate sustainable growth and development to enhance Stonnington's character and liveability	<b>Advocate for and</b> accommodate sustainable growth and development <b>while protecting our</b> unique character and liveability	<b>MINOR CHANGE</b> – highlighted Council's role as an advocate; acknowledged balance between enabling growth and maintaining character
<b>1.4 Active transport and connected city</b>			
1.4.1	Deliver and advocate for sustainable walking, cycling and public transport options to enable our 20 minute neighbourhoods	Deliver and advocate for sustainable <b>and enjoyable pedestrian</b> , cycling and public transport options to enable our 20-minute neighbourhoods	<b>MINOR CHANGE</b> – added 'and enjoyable'; changed wording from 'walking' to 'pedestrian' after consultation with Council's Disability Access and Inclusion officer
1.4.2	Deliver safe and connected active transport networks within and through Stonnington	Deliver safe and connected active transport networks within and through Stonnington	<b>NO CHANGE</b>
1.4.3	Ensure accessible and safe transport infrastructure and services	Ensure accessible and safe transport infrastructure and services <b>for all ages.</b>	<b>MINOR CHANGE</b> – included 'for all ages'
1.4.4	Partner to ensure the optimal balance of road uses between private transport, active transport and other uses	Partner <b>and advocate</b> to ensure the optimal balance of road uses between private transport, active transport and other uses	<b>MINOR CHANGE</b> – highlighted Council's role as an advocate
1.4.5	Ensure effective use of parking opportunities across Stonnington	<b>Optimise</b> use of parking opportunities across Stonnington	<b>MINOR CHANGE</b> – from 'ensure effective' to 'optimise'
<b>2.1 Health and wellbeing</b>			
2.1.1	Support our community to recover from the impacts COVID-19	Support our community to recover from the impacts <b>of</b> COVID-19.	<b>MINOR CHANGE</b> – added 'of'
2.1.2	Enhance our community's health and wellbeing through quality service delivery and strategic partnerships.	Enhance our community's health and wellbeing <b>and promote resilience</b> through quality service delivery and strategic partnerships.	<b>MINOR CHANGE</b> – added 'and promote resilience'
2.1.3	Support increased community involvement and connections to create a sense of belonging, improve mental health and emotional wellbeing.	Support increased community involvement and connections to create a sense of belonging, improve mental health and emotional wellbeing.	<b>NO CHANGE</b>
2.1.4	Support and advocate for the health and wellbeing of vulnerable members of our community.	Support and advocate for the health and wellbeing of <b>those in our community experiencing disadvantage and vulnerability.</b>	<b>MINOR CHANGE</b> – languages now acknowledges disadvantage and vulnerability relates to the situation rather than the individual.
2.1.5	Support our community to be more physically active and lead healthier lifestyles.	Support our community to be more physically active and lead healthier lifestyles.	<b>NO CHANGE</b>
2.1.6	Enhance modern learning environments, community hubs and libraries.	Enhance wellbeing through community hubs, libraries <b>and collaborative spaces.</b>	<b>MINOR CHANGE</b> – removed 'modern learning environments' and added 'collaborative spaces'
2.1.7	SUGGESTED NEW	<b>Enhancing health and wellbeing through a strong sense of place, neighbourhood and belonging.</b>	<b>NEW PRIORITY WAS SUGGESTED</b> – on review of all priorities, changes have been made to priority 1.3.1 to highlight health and wellbeing benefits. Priority 1.3.1 will be linked to this objective as a supporting priority. <b>New priority 2.1.7 not included.</b>
<b>2.2 Diverse, inclusive and safe</b>			

No.	Original text	Amended text (bolded)	Rationale
2.2.1	Embrace, understand and value the diverse cultural backgrounds, experiences and needs of Aboriginal and Torres Strait Islander People living within Stonnington	2.2.2 Embrace, understand and value the diverse cultural backgrounds, experiences and needs of Aboriginal and Torres Strait Islander People living within Stonnington.	<b>NO CHANGE</b>
2.2.2	Promote gender equality and respect	2.2.3 Promote gender equality and respect <b>to drive positive social change, prevent family violence and all forms of violence against women.</b>	<b>MAJOR CHANGE</b> – included the outcomes of this priority, including positive social change and preventing violence.
2.2.3	Create a safe and resilient community for everyone who lives, works and visits	2.2.1 Create a safe and resilient community for everyone who lives, works and visits.	<b>MINOR CHANGE</b> – promoted to first priority in objective; other priorities renumbered accordingly
2.2.4	Create public spaces and places that are inclusive and accessible to everyone regardless of age, gender or ability	2.2.4 Create public spaces and places that are inclusive and accessible to everyone regardless of age, gender, ability, <b>culture, sexuality and personal circumstance.</b>	<b>MINOR CHANGE</b> – broadened intent of priority
2.2.5	Support our culturally and linguistically diverse community members to feel valued, included, respected and able to access services they need	2.2.5 Support our culturally and linguistically diverse community members to feel valued, included, respected and able to access services they need.	<b>NO CHANGE</b>
<b>2.3 Green and open spaces</b>			
2.3.1	Improve the quality of our existing parks and facilities to optimise their use	<b>Further</b> improve the quality of our existing parks, <b>waterways</b> and facilities to optimise their use	<b>MINOR CHANGE</b> – added ‘further’; added ‘waterways’ to acknowledge blue spaces using accessible language
2.3.2	Create more public and private open and green spaces through strategic land acquisitions and innovative solutions	Create more public and private open and green spaces through strategic land acquisitions and innovative solutions	<b>NO CHANGE</b>
2.3.3	Create interconnected and walkable green space network to enable our 20 minute neighbourhoods	Create an interconnected and walkable green space network to enable our 20-minute neighbourhoods	<b>NO CHANGE</b>
2.3.4	Plan for community infrastructure assets and facilities which are multi-functional and meet the current and changing needs of our community.	Plan for community infrastructure assets and facilities which are multi-functional and meet the current and changing needs of our community.	<b>NO CHANGE</b>
2.3.5	SUGGESTED NEW	<b>Deliver and encourage increased public and private tree plantings</b>	<b>NEW PRIORITY WAS SUGGESTED</b> – on review of all priorities, changes have been made to priority 2.4.3 as this relates to urban forest, which includes both private and public tree canopy. Priority 2.4.3 will be linked to this objective as a supporting priority. <b>New priority 2.3.5 not included.</b>
<b>2.4 Sustainability and climate action</b>			
2.4.1	Lead the transition towards zero net emissions by 2030 for Stonnington	Transition to zero net emissions by 2030 <b>for Council’s own operations and support reduced community carbon emissions to provide a safer climate and improved health outcomes.</b>	<b>MAJOR CHANGE</b> – highlights that zero carbon 2030 relates to Council’s operations; acknowledges role community can play in reducing carbon emissions for Stonnington; articulates outcomes of a safer climate.
2.4.2	Support community climate action and resilience through education and collaboration	Support, <b>facilitate and empower</b> community climate action and resilience through education, collaboration, and <b>promotion of Council action.</b>	<b>MINOR CHANGE</b> – highlights community facilitation and empowerment provided by Council and the importance of promoting what Council does to inspire the community.



No.	Original text	Amended text (bolded)	Rationale
2.4.3	Grow our urban forest, and protect and enhance biodiversity	Grow our urban forest <b>through public and private tree planting</b> , and protect and enhance biodiversity	<b>MINOR CHANGE</b> – acknowledges the growth of urban forest through both the public and private realm
2.4.4	Support the development of a circular economy as part of a zero waste future	Support the development of a circular economy as part of a <b>minimal</b> waste future and <b>the transition away from landfill</b> .	<b>MINOR CHANGE</b> – reworded ‘zero waste’ to ‘minimal waste’ in line with State Government language; acknowledges transition away from landfill.
2.4.5	Develop an integrated approach to become a water sensitive city	Develop an integrated approach to become a water sensitive city	<b>NO CHANGE</b>
2.4.6	Embed environmentally sustainable design principles within Council buildings, facilities and private development	Embed environmentally sustainable design principles within Council buildings, facilities and private development	<b>NO CHANGE</b>
<b>3.1 Community focus, connection and engagement</b>			
3.1.1	Engage our community in meaningful and fit-for-purpose ways to inform Council decision-making and forge common trust.	Engage <b>and listen to</b> our community in an <b>accessible, timely, representative, and innovative</b> way to inform Council decision-making and forge common trust.	<b>MINOR CHANGE</b> – added ‘and listen’; expanded and refined wording to reflect Engagement Policy principles and Councillor feedback.
3.1.2	Promote and celebrate Stonnington’s services, programs and achievements to INFORM the community	Promote and celebrate Stonnington’s services, programs and achievements to inform the community <b>with relevant information</b> .	<b>MINOR CHANGE</b> – included ‘with relevant information’
3.1.3	KNOW what matters most to the community to provide the right information and improved services.	Know what matters most to the community to provide the right information and improved services.	<b>NO CHANGE</b>
3.1.4	Develop partnerships that create community benefit through joint planning, advocacy, service delivery and resource sharing.	Develop partnerships that create community benefit through joint planning, advocacy, service delivery and resource sharing.	<b>NO CHANGE</b>
3.1.5	NEW	<b>Facilitate relationships between and within the community and among stakeholders to make decisions and demonstrate transparency.</b>	<b>NEW PRIORITY INCLUDED</b>
<b>3.2 Enhanced customer experience</b>			
3.2.1	Align and improve our external-facing channels to ensure the community can receive the HELP they need in any way that suits them	Align and improve our external-facing channels to ensure the community can receive the help they need in any way that suits them <b>and in a timely manner</b> .	<b>MINOR CHANGE</b> – included timely responses as an outcome.
3.2.2	Improve and streamline Council’s internal systems, capabilities and processes to enhance customer experience	Improve and streamline Council’s internal systems, capabilities and processes <b>through continuous improvement to deliver an end-to-end customer-centric experience</b> .	<b>MINOR CHANGE</b> – identified continuous improvement as the way of achieving this priority; highlighted the type of enhanced customer experience this would achieve.
3.2.3	Embed a data informed insights approach to inform continuous improvement and enhanced customer experience	Embed a data informed insights approach to inform continuous improvement and <b>to achieve an effective service</b> .	<b>MINOR CHANGE</b> – added ‘to achieve an effective service’
<b>3.3 Engaged and capable people</b>			
3.3.1	Keep our workplace safe	Keep our workplace safe	<b>NO CHANGE</b>

No.	Original text	Amended text (bolded)	Rationale
3.3.2	Build the right culture	<b>Build the right culture.</b>	<b>NO CHANGE, note</b> – Suggested the inclusion of ‘customer centric, innovative, learning and continuous improvement culture’. However, officers suggest describing what makes the ‘right’ culture is premature due to the early stages of the Culture Transformation program.
3.3.3	Build the right capability for now and the future	Build the right capability for now and the future	<b>NO CHANGE</b>
3.3.4	Embrace risk as a tool for performance improvement and value creation.	Embrace risk as a tool for performance improvement and value creation.	<b>NO CHANGE</b>
3.3.5	Be an Employer of Choice	Be an Employer of Choice	<b>NO CHANGE</b>
<b>3.4 Fit for purpose operating model and resource management</b>			
3.4.1	Ensure alignment of Council's strategies, plans and funding with Stonnington's Community Vision and Council Plan.	Ensure alignment of Council's strategies, plans and funding with Stonnington's Community Vision and Council Plan.	<b>NO CHANGE</b>
3.4.2	Ensure Council's service offerings align with strategy, community need and value for money.	Ensure Council's service offerings and resources <b>are identified and reviewed to</b> align with strategy, community needs, value for money <b>and respond to change.</b>	<b>MINOR CHANGE</b> – highlights service offerings and resources will be both identified and reviewed and this process needs to respond to change
3.4.3	Ensure effective and efficient maintenance and renewal of Council's infrastructure to deliver defined service levels.	Ensure effective and efficient maintenance and renewal of Council's infrastructure to deliver defined service levels.	<b>NO CHANGE</b>
3.4.4	Deliver strategically aligned capital works program and operating initiatives.	Deliver strategically aligned capital works program, operating initiatives <b>and optimal utilisation of Council assets.</b>	<b>MINOR CHANGE</b> – addition highlights maximising utilisation of Council assets (i.e. ‘sweating the assets’)
3.4.5	Ensure Council meets its legislative, regulatory, governance and ethical obligations.	Ensure Council meets its legislative, regulatory, governance and ethical obligations.	<b>NO CHANGE</b>
3.4.6	Modernise Council systems and technology to enable a future ready organisation.	Modernise Council systems and technology to enable a future ready organisation.	<b>NO CHANGE</b>
3.4.7	Keep data and information safe and secure.	Keep data and information safe and secure.	<b>NO CHANGE</b>



# Draft Financial Plan 2021-22 to 2030-31

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# 1 Legislative Requirements

## 1.1 Purpose of the 10 year Financial Plan

The Local Government Act 2020 requires each council to prepare a Financial Plan covering a minimum period of 10 years following each Council election. Council's 10-Year Financial Plan provides the financial management framework upon which sound financial decisions are made. The 10-Year Financial Plan covers the period 2021-22 to 2030-31.

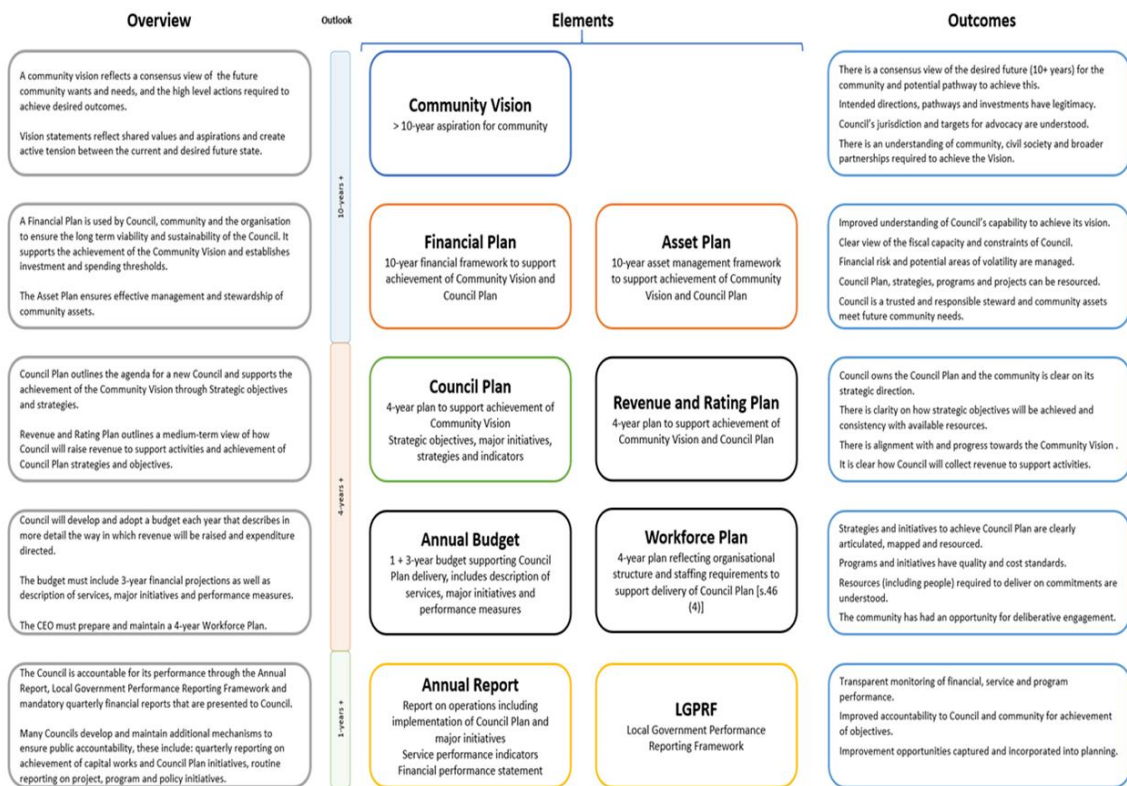
The Plan is a decision making tool to identify Council's current and projected financial capacity to meet Council's future needs in providing services and facilities to the community based on the goals and aspirations of the Council Plan and to achieve the Community Vision.

Each year the 10-Year Financial Plan is reviewed and updated to reflect the current circumstances of Council. The Plan effectively takes the assumptions and budget parameters that have been applied to the 2021-22 budget (which covers a four year period) and extends these out into years 5-10 to give a longer term view of Council's financial viability and outcomes.

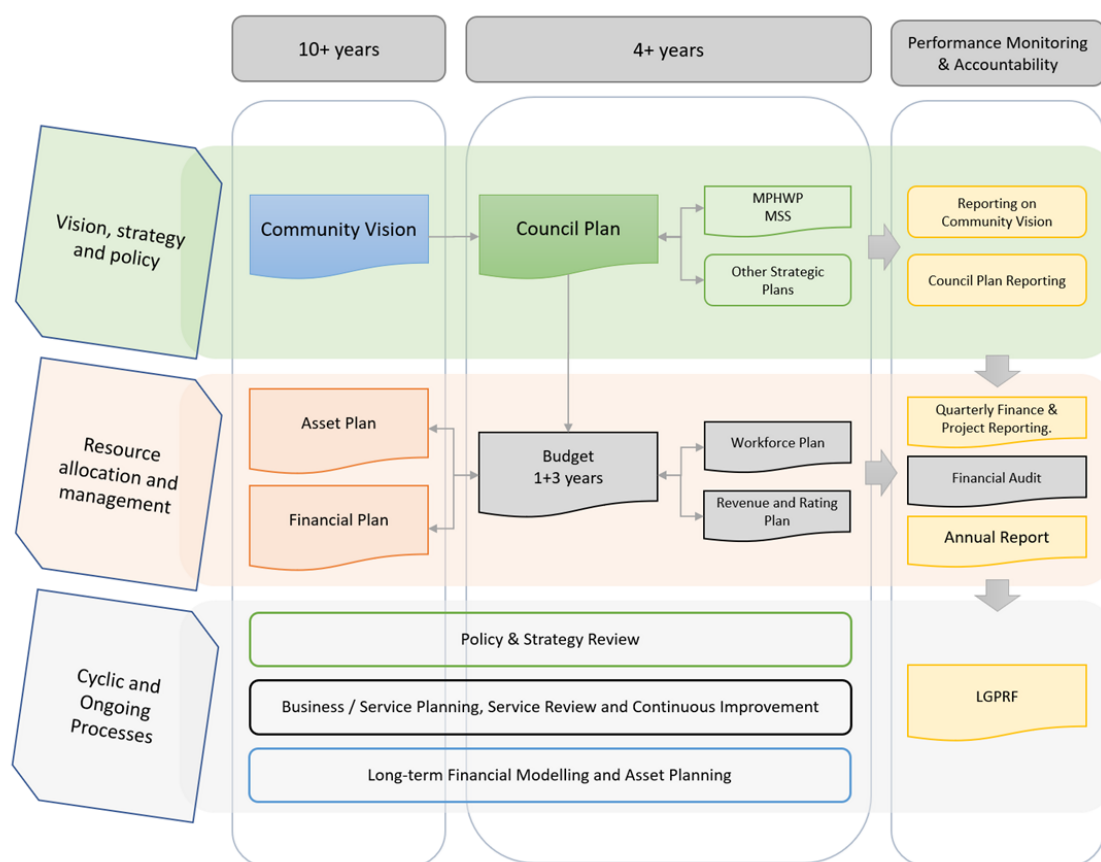
## 1.2 Link between the 10-Year Financial Plan and Council's Planning Framework

This section describes how the Financial Plan links to the achievement of the Community Vision and the Council Plan within the Integrated Strategic Planning & Reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term (Community Vision), medium term (Council Plan) and short term (Annual Budget) and then holding itself accountable (Annual Report).

The following diagram provides an overview of the core legislated elements of an integrated strategic planning and reporting framework and outcomes.



The following figure demonstrates how each element might inform or be informed by other parts of the integrated framework.



## 1.1 Strategic Planning Principles

The Financial Plan provides a 10 year financially sustainable projection regarding how the actions of the Council Plan may be funded to achieve the Community Vision. The Financial Plan is developed in the context of the following strategic planning principles:

- a) Council has an integrated approach to planning, monitoring and performance reporting.
- b) Council financial plan addresses the Community Vision by funding the aspirations of the Council Plan. The Council Plan aspirations and actions are formulated in the context of the Community Vision.
- c) The Financial Plan statements articulate the 10-year financial resources necessary to implement the goals and aspirations of the Council Plan to achieve the Community Vision.
- d) Council's strategic planning principles identify and address the risks to effective implementation of the Financial Plan. The financial risks are included at section 1.2.2 below.
- e) The Financial Plan provides for the strategic planning principles of progress monitoring of progress and reviews to identify and adapt to changing circumstances.

## 1.2 Financial Management Principles

The Financial Plan demonstrates the following financial management principles:

- 1.2.1 Revenue, expenses, assets, liabilities, investments and financial transactions are managed in accordance with Council's financial policies and strategic plans.
- 1.2.2 Management of the following financial risks:
  - a) the financial viability of the Council (refer to section 2.1 Financial Policy Statements).
  - b) the management of current and future liabilities of the Council. The estimated 10 year-liabilities are disclosed in section 3.2 Balance Sheet projections.
- 1.2.3 Financial policies and strategic plans are designed to provide financial stability and predictability to the community.
- 1.2.4 Council maintains accounts and records that explain its financial operations and financial position (refer section 3 Financial Statements)

## 1.3 Engagement Principles

Council has implemented the following consultation process to ensure due consideration and feedback is received from relevant stakeholders.

- a) Draft Financial Plan prepared by management;
- b) Draft Financial Plan placed on public exhibition at 16 August 2021 Council meeting for a period of 21 days and calling for public submissions;
- c) Community engagement is conducted using local news outlets and social media;
- d) Financial Plan, including any revisions, presented to 4 October 2021 Council meeting for adoption.

*Under the Local Government Act 2020, and in accordance with Council's newly adopted Community Engagement Policy, Council will be required to prepare the Finance Plan in accordance with its deliberative engagement practices in future years.*

## 1.4 Service Performance Principles

Council services are designed to be targeted to community need and provide value for money. The service performance principles are listed below:

- a) Services are provided in an equitable manner and are responsive to the diverse needs of the community. The Council Plan is designed to identify the key services and projects to be delivered to the community. The Financial Plan provides the mechanism to demonstrate how the service aspirations within the Council Plan are proposed to be funded.
- b) Services are accessible to the relevant users within the community.
- c) Council provides quality services that provide value for money to the community. The Local Government Performance Reporting Framework (LGPRF) is designed to communicate council's performance regarding the provision of quality and efficient services.
- d) Council is developing a performance monitoring framework to continuously improve its service delivery standards.
- e) Council is developing a service delivery framework that considers and responds to community feedback and complaints regards service provision.

## 1.5 Asset Plan Integration

Integration to the Asset Plan is a key principle of the Council's strategic financial planning principles. The purpose of this integration is designed to ensure that future funding is allocated in a manner that supports service delivery in terms of Councils approved / adopted plans and policies that will ensure effective management of Council's assets into the future.

The Asset Plan identifies the operational and strategic practices which will ensure that Council manages assets across their life cycle in a financially sustainable manner. The Asset Plan, and associated asset management policies, provide council with a sound base to understand the risk associated with managing its assets for the community's benefit.

The Asset Plan is designed to inform the 10-year Financial Plan by identifying the amount of capital renewal, backlog and maintenance funding that is required over the life of each asset category. The level of funding will incorporate knowledge of asset condition and risks as well as the impact of reviewing and setting intervention and service levels for each asset class.

In addition to identifying the operational and strategic practices that ensure that Council manages assets across their life cycle in a financially sustainable manner, the Asset Plan quantifies the asset portfolio and the financial implications of those practices. Together, the Financial Plan and Asset Plan seek to balance projected investment requirements against projected budgets and service level requirements.

*The Local Government Act 2020 Section 92 requires Council to develop, adopt and keep in force an Asset Plan in accordance with its deliberative engagement practices. Council must adopt an Asset Plan by 30 June 2022.*



## 2 Financial Plan Context

This section describes the context and external / internal environment considerations in determining the 10-year financial projections and assumptions.

### 2.1 Financial Policy Statements

This section defines the policy statements, and associated measures, that demonstrates Council's financial sustainability to fund the aspirations of the Community Vision and the Council Plan.

Policy Statement*	Measure	Target	Forecast											Trend +/-
			2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
Net result margin (%) =Net result/Total revenue	Low Risk: More than 0% Generating surpluses consistently.	>0%	11%	16%	16%	17%	17%	19%	18%	19%	19%	19%	19%	+
Internal financing (%) Net operating cashflow/Net capital expenditure	Low Risk: More than 100% Generating enough cash from operations to fund new assets.	100%	82%	64%	74%	79%	79%	112%	135%	121%	121%	124%	120%	+
Rates allocated to capital works Rate revenue applied to fund the capital program compared to prior year	Rates allocated to capital works	\$31,300	39,763	37,395	46,541	54,106	61,903	38,540	25,071	36,177	46,451	46,625	44,580	o
Capital replacement (ratio) =Cash outflows for the addition of new infrastructure, property, plant and equipment/ Depreciation	Low Risk: More than 1.5 Low risk of insufficient spending on asset renewal	>150%	362%	524%	436%	419%	411%	295%	237%	274%	279%	274%	290%	-
New Asset Budgeted/ Projected Spend Total New Capital Works Budgeted or Projected Expenditure	Greater than \$5 million annually over the forward estimates	>\$5,000	14,511	20,256	26,015	23,745	20,275	11,089	11,308	11,074	12,023	10,927	11,067	o
Unrestricted Cash	Cash and Investments Less All Statutory Reserve Funds, Trust Liabilities, and Long Service Leave Provisions	>\$0	74,984	48,864	34,840	18,263	1,789	8,035	32,238	47,593	54,753	64,517	79,342	+
Annual renewal spending / Depreciation	Asset renewal project spend each year/Depreciation Expense	>100%	164%	214%	148%	164%	176%	124%	117%	124%	119%	105%	103%	-

\* In addition to financial performance indicators displayed in Section 3 and 4

## 2.2 Strategic Actions

A robust community engagement process was undertaken between September 2020 and May 2021 to develop the Stonnington Community Vision 2040. This was adopted by Council on 28 June 2021.

The community aspirations and priorities for the future of Stonnington have been grouped into six principles and provide the areas of focus for the Council Plan 2021-2025. These community outcome areas comprise:

- Stonnington is a modern city that maintains heritage sites and its cultural identity whilst embracing progressive development, which supports its local businesses and encourages creative initiatives.
- Protect biodiversity, take climate action and pursue eco-friendly ways of living, guided by the United Nations Sustainable Development Goals.
- Stonnington's ambition is to be a caring, compassionate and supportive city for all members of the community.
- Stonnington will have strong governance and diverse representative leadership, which enhances open two-way communication.
- Stonnington's public spaces will provide the ability for all members of the community to experience and enjoy the natural environment.
- We provide access to a variety of quality services and amenities for everyone within 20 minutes.

To ensure Council has the capacity to work towards the achievement of the Stonnington Community Vision 2040, a Financial Plan has been prepared to guide the financial resources of Council over the next 10 years. This plan is updated annually.

Council has identified the following strategic actions that will support the aspirations of the Council Plan:

- A financially sustainable Council – improving financial sustainability to enable Council to respond to financial challenges now and into the future.
- Prioritised funding – align resources to Council Plan priorities and fund projects based on demonstrated need.
- Focused program of service reviews and building efficiencies with a focus on developing new revenue sources and containing cost increases in business operations.
- Rate funds applied to the capital works program to increase each year.
- Increase investment in capital works renewal to reduce the escalating risk and maintenance of aging infrastructure.
- Additional funding to address climate change.
- Debt funding to be applied to growth infrastructure where applicable.
- Allocate consistent funding for technology and innovation to enhance customer service and create efficiencies.
- At a minimum, adherence to the projected State Government annual rate cap.

### 2.3 Assumptions to the financial plan statements

This section presents information regarding the assumptions to the Comprehensive Income Statement for the 10 years from 2021-22 to 2030-31. The assumptions comprise the annual escalations / movement for each line item of the Comprehensive Income Statement.

Escalation Factors %/\$'000 movement	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
CPI	1.80%	1.80%	1.80%	1.80%	1.80%	2.00%	2.00%	2.00%	2.25%	2.25%
Growth	1.26%	1.25%	1.23%	1.22%	1.20%	1.19%	1.17%	1.16%	1.15%	1.13%
Rates and charges	1.50%	1.75%	2.00%	2.25%	2.50%	2.50%	2.75%	3.00%	3.00%	3.00%
Statutory fees and fines	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
User fees	1.75%	1.75%	2.00%	2.25%	2.50%	2.50%	2.75%	3.00%	3.00%	3.00%
Grants - Operating	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%
Grants - Capital	\$ 12,580	\$ 1,998	\$ 2,298	\$ 298	\$ 2,298	\$ 298	\$ 298	\$ 298	\$ 298	\$ 298
Contributions - monetary	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%
Contributions - non-monetary	0	0	0	0	0	0	0	0	0	0
Other income	2.00%	1.75%	2.00%	2.25%	2.50%	2.50%	2.75%	3.00%	3.00%	3.00%
Employee costs	2.50%	2.51%	2.46%	2.66%	2.61%	2.56%	2.76%	2.71%	2.66%	2.86%
Materials and services	1.80%	1.80%	1.80%	1.80%	1.80%	2.00%	2.00%	2.00%	2.25%	2.25%
Depreciation & Amortisation	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Other expenses	1.80%	1.80%	1.80%	1.80%	1.80%	2.00%	2.00%	2.00%	2.25%	2.25%

### **2.3.1 Rates and charges**

Planning for future rate increases has been an important component of the Financial Plan process. The State Government introduced the *Fair Go Rates System* in 2016-17 which sets out the maximum amount councils may increase rates in a year. The Financial Plan assumes a rate increase of 1.5% in 2021-22 increasing to 3.0% by 2030-31 in line with future interest rate assumptions.

In addition, it is expected that during the 2021-22 year a further increase of 1.0% per annum will be received as a result of growth in the rate base due to supplementary rates (additional properties and / or valuation).

Waste management charges are levied on the basis of cost recovery and the Financial Plan reflects both an increase in Waste and Recycling Charges as well as increased contractor expenses. Future years waste charges are estimated to increase in line with CPI growth of 1.8% plus the landfill levy and recycling increases, to ensure Council continues to recover the full costs of providing waste services.

*More information can be found in Council's Revenue and Rating Plan 2021-22 to 2024-25*

### **2.3.2 Statutory fees and fines**

The Financial Plan indexes statutory fees, set by state legislation, according to the estimated annual rate of CPI. These fees are outside the control of Council and therefore can be subject to increases less than CPI depending on the decision determined by the State Government each year.

The use of CPI assumptions reflects the need for these revenue streams to increase in line with Councils projected costs in order not to impact operating surplus requirements that are used to fund the capital works program.

### **2.3.3 User fees and Charges**

User fees and charges assist Council to offset the cost of some service delivery directly with the user rather than funding through rate income. Revenue raised from Council's fees and charges for the provision of services and the use of facilities can be divided into two categories:

- a) Statutory and Regulatory Fees and Charges - which are set by regulation or another authority (e.g. Development Application fees) and which Council has no discretion to increase; and
- b) Other Fees and Charges - which are set by Council and which Council has the discretion to increase.

The pricing principle factors that determine Council's user fees and charges are equity, user-pays, cost recovery and market rates. As a general guide, user fees and charges are escalated in the 10-Year Financial Plan above forecast CPI which assists in offsetting the cost increases to Council for the provision of these services.

*More information can be found in Council's Revenue and Rating Plan 2021-22 to 2024-25*

### **2.3.4 Grants**

Council currently receives grants for tied (specific purpose grants) and un-tied (financial assistance grant) funding received via the Victorian Local Government Grants Commission (VLGGC). Operating grants are expected to increase on an annual basis by 1.75%.

The level of capital grants are determined based on the nature and level of projects included in the Capital Works Program, and vary widely. Capital grants have therefore have been forecast to the level of known committed grants over the forward estimates.

### **2.3.5 Contributions**

Council receives contributions from developers and are expected to increase on an annual basis by 1.20%. These contributions represent funds to enable council to provide the necessary open space infrastructure and infrastructure improvements to accommodate development growth and improved community outcomes. The contributions are for specific purposes and often require Council to outlay funds for infrastructure works often before receipt of this income source. These contributions are statutory contributions and are transferred to a restricted reserve until utilised for a specific purpose through the capital works program.

### **2.3.6 Other income**

Revenue from other income mainly comprises investment income plus the recovery income from a variety of sources and rental income received from the hire of Council buildings and property investment portfolio (rent). As a general guide, other income are escalated in the 10-Year Financial Plan above forecast CPI.

### **2.3.7 Employee costs**

Council provides services to the community by a combination of employees and through contracted service providers. Employee costs are one of the largest expenditure items which represent approximately 44% of total expenses. Total employee costs are a combination of direct wages and salaries, overheads that include workers compensation, superannuation, training and advertising and agency staff engaged on temporary assignments

The 2021-22 year includes a 6.26% increase for employee costs that reflects:

- Expectation to resume services from the COVID-19 lockdowns experienced in 2020-21.
- Salary increase for staff pursuant to the Enterprise Bargaining Agreement and associated provision growth.
- Legislated superannuation guarantee increase from 1 July 2021 by 0.5% (9.5% to 10.0%).
- Further increased staff resources in the areas of planning, technology and communication, environment and parks, and asset management due to increased service demands.

The ensuing years, from 2022/23 to 2030/31, reflect annual increases between 2.5% to 2.86% per annum to provide for annual EBA increases, other required increases to staff salaries (i.e. legislated superannuation changes), as well as a projected increase to the delivery of existing services inclusive of a marginal increase in headcount.

**2.3.8 Materials and services**

Material costs include items required for the maintenance and repairs of Council buildings, roads, drains and footpaths which are more governed by market forces based on the outcomes from competitive tendering than CPI. Other associated costs included under this category are utilities, materials for the supply of meals on wheels and consumable items for a range of services. Council also utilises external expertise on a range of matters, including legal services and audit. Council continues to monitor costs in line with CPI levels year on year by engaging the market via best practice procurement processes.

**2.3.9 Depreciation & amortisation**

Depreciation & amortisation of Council's infrastructure, intangible (software) and right of use of assets is determined from information contained within their various asset management plans and strategies. The projections of depreciation in the 10-Year Financial Plan is based on the Capital Works Program. It is critical that Council continues to renew existing assets in the capital works program, as failure to do so may reduce the service potential of assets and increase whole of life costs.

Depreciation has been further increased by the indexing of the replacement cost of Council's fixed assets.

**2.3.10 Borrowing costs**

Borrowing costs comprise the interest expense to service Council's loan portfolio that is described in Section 5.1 Borrowing Plan.

**2.3.11 Other expenses**

Other expenses include administration costs such as Councillor allowances, election costs, sponsorships, partnerships, community grants, lease expenditure, fire services property levy, audit costs and other costs associated with the day to day running of Council. These are projected to increase in line with CPI.

## 2.4 Other Matters impacting the 10-year financial projections

Council continues to face challenges which impact the Financial Plan projections. Some of the main factors are:

- **Impacts to cost-base:** In determining the assumptions that impact Councils cost base and associated revenue requirements, the following factors must be considered:
  - Service growth which includes both growth in population and service demand / expectation
  - New services and asset demands
  - Cost pressures from wages and construction costs
  - CPI (general inflation)
- **Lower interest rate environment:** The overall financial impact of the lower interest rate environment has lead Council to review it services and capital works program and to source alternative funding.
- **New Local Government Act 2020:** The new deliberative requirement for Asset Management Planning will be better informed by the community. A possible re-defining of service demand and service levels in respect of community assets and infrastructure may increase asset maintenance and renewal expenditure.
- **COVID-19 impact:** Across the 2019-20 and 2020-21 financial years Council invested over \$11.0 million in supporting our community from the impacts COVID-19. Should our community continue to be impacted by the pandemic, Council will actively redirect resources and attention to where services and support are most needed. The economic output delivered through our Capital Program has also borne the brunt of several stages of restrictions over the last two financial years and is now experiencing challenges with contractor availability, supply chain issues with materials and labour shortages.
- **Technology expectations:** We are learning different ways of working and making council facilities more flexible to provide a hybrid work environment and move services electronically. Our innovative ways of working and advances in IT infrastructure has supported us to work through the pandemic and we will need to continue to build our IT infrastructure to meet the changing expectations of our community.
- **Cost shifting:** This occurs where Local Government provides a service to the community on behalf of the State or Federal Government. Over time the funds received by Local Governments do not increase in line with real cost increases. An example of this is Maternal & Child Health, where the level of payment received by Council from the State Government does not reflect the real cost of providing the service to the community and therefore will require rate fundin.
- **Public infrastructure maintenance:** Councils across Australia raise approximately 3% of the total taxation collected by all levels of Government in Australia. In addition, Councils are entrusted with the maintenance of more than 30% of all Australian public assets including roads, bridges, parks, footpaths and public buildings. This means that a large proportion of Council's income must be allocated to the maintenance and replacement of these valuable public assets in order to ensure the quality of public infrastructure is maintained at satisfactory levels.
- **Population growth** will continue to place significant stress on Council's resources.

- **Climate action** will continue to evolve and require additional Council resources.
- **Service Review Framework and Transformation Program:** In 2021-22 Council will develop a service review framework to complement the Transformation (One Stonnington) program of works. This framework will incorporate a methodology for performing consistent service reviews across Council that consider the cost, quality level and efficiency of a Council service, and assesses whether the current mode of delivery provides the best value to the community. Council intends to conduct regular reviews to ensure services continue to achieve their objectives and meet the needs of the Community. Review types will incorporate outcomes such as:
  - **Improved Process / Service:** Deliver more or better quality of services or outputs/outcomes for the same cost.
  - **Minimising Service Cost Growth:** Reduce cost increases above inflation or other external factors via competitive tendering and/or service or process review-redesign.
  - **Change in Delivery Model:** Delivery of a service via a different Operating/Commercial model.
  - **Change in Service Levels:** Determine community service need and adjust levels in accordance with these assessed requirements.
  - **Rationalisation of Services:** Service delivery determined/assessed to no longer be required and/or can be provided by an active private market.

Once this framework is developed financial efficiencies and operating savings will be factored within the forward outlook of our 10-Year Financial Plan.



### **3 Financial Plan Statements**

This section presents information regarding the Financial Plan Statements for the 10 years from 2021-22 to 2030-31.

- Comprehensive Income Statement
- Balance Sheet
- Statement of Changes in Equity
- Statement of Cash Flows
- Statement of Capital Works
- Statement of Human Resources

### 3.1 Comprehensive Income Statement

	Forecast										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Income</b>											
Rates and charges	120,111	126,687	130,690	135,050	139,819	145,031	150,424	156,307	162,715	169,371	176,281
Statutory fees and fines	13,806	20,840	24,317	26,303	27,849	28,406	28,974	29,553	30,144	30,747	31,362
User fees	14,074	21,825	23,222	25,125	28,434	29,144	29,872	30,692	31,611	32,557	33,532
Grants - Operating	8,561	8,487	8,636	8,787	8,940	9,097	9,256	9,418	9,583	9,751	9,921
Grants - Capital	1,340	12,580	1,998	2,298	298	2,298	298	298	298	298	298
Contributions - monetary	8,950	10,000	13,889	13,889	13,889	13,889	13,889	13,889	13,889	13,889	13,889
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	498	(84)	(84)	(84)	(84)	(84)	(84)	(84)	(84)	(84)	(84)
Other income	5,421	6,589	6,711	6,726	7,064	6,799	6,969	7,684	8,193	7,998	8,315
<b>Total income</b>	<b>172,761</b>	<b>206,925</b>	<b>209,378</b>	<b>218,094</b>	<b>226,210</b>	<b>234,581</b>	<b>239,599</b>	<b>247,757</b>	<b>256,350</b>	<b>264,526</b>	<b>273,514</b>
<b>Expenses</b>											
Employee costs	71,381	75,848	78,882	81,437	84,121	87,103	90,268	93,782	97,477	101,374	105,700
Materials and services	53,308	63,856	64,596	66,472	69,094	69,801	71,267	72,766	74,915	76,049	77,828
Depreciation	19,634	20,632	21,044	21,465	22,710	23,165	23,628	24,101	24,583	25,074	25,576
Amortisation - intangible assets	555	1,270	1,295	1,321	1,348	1,375	1,402	1,430	1,459	1,488	1,518
Amortisation - right of use assets	631	620	439	257	203	-	-	-	-	-	-
Bad and doubtful debts	13	20	20	21	21	21	22	22	23	23	24
Borrowing costs	223	189	373	479	607	655	623	817	861	783	809
Finance Costs - leases	358	376	58	36	25	-	-	-	-	-	-
Other expenses	7,223	10,510	8,927	8,890	8,648	8,937	8,666	8,863	8,871	9,341	9,199
<b>Total expenses</b>	<b>153,326</b>	<b>173,321</b>	<b>175,635</b>	<b>180,378</b>	<b>186,778</b>	<b>191,056</b>	<b>195,875</b>	<b>201,781</b>	<b>208,189</b>	<b>214,132</b>	<b>220,653</b>
<b>Surplus/(deficit) for the year</b>	<b>19,435</b>	<b>33,605</b>	<b>33,743</b>	<b>37,716</b>	<b>39,432</b>	<b>43,524</b>	<b>43,723</b>	<b>45,976</b>	<b>48,161</b>	<b>50,394</b>	<b>52,861</b>
<b>Total comprehensive result</b>	<b>19,435</b>	<b>33,605</b>	<b>33,743</b>	<b>37,716</b>	<b>39,432</b>	<b>43,524</b>	<b>43,723</b>	<b>45,976</b>	<b>48,161</b>	<b>50,394</b>	<b>52,861</b>

## 3.2 Balance Sheet

	Forecast										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Assets</b>											
<b>Current assets</b>											
Cash and cash equivalents	93,314	67,186	53,359	36,988	20,725	27,216	51,669	67,278	74,728	84,791	99,917
Trade and other receivables	12,465	8,945	7,097	7,227	7,371	7,531	7,707	7,887	8,085	8,301	8,523
Other assets	935	949	962	976	991	1,009	1,028	1,048	1,072	1,098	1,125
<b>Total current assets</b>	<b>106,715</b>	<b>77,079</b>	<b>61,418</b>	<b>45,191</b>	<b>29,087</b>	<b>35,756</b>	<b>60,404</b>	<b>76,213</b>	<b>83,885</b>	<b>94,190</b>	<b>109,565</b>
<b>Non-current assets</b>											
Other financial assets	15	15	23	31	39	47	55	63	71	79	87
Investments in associates, joint arrangement and subsidiaries	2,363	2,363	2,363	2,363	2,363	2,363	2,363	2,363	2,363	2,363	2,363
Property, infrastructure, plant & equipment	2,963,911	3,029,543	3,085,672	3,141,449	3,201,676	3,238,683	3,263,977	3,297,877	3,333,583	3,368,958	3,408,803
Right-of-use assets	1,682	903	465	208	5	(0)	(0)	(0)	(0)	(0)	(0)
Investment property	7,485	7,485	7,485	7,485	7,485	7,485	7,485	7,485	7,485	7,485	7,485
Intangible assets	10,140	21,884	27,100	30,475	30,705	30,922	31,211	31,417	31,665	31,871	32,130
<b>Total non-current assets</b>	<b>2,985,596</b>	<b>3,062,194</b>	<b>3,123,108</b>	<b>3,182,011</b>	<b>3,242,273</b>	<b>3,279,500</b>	<b>3,305,091</b>	<b>3,339,206</b>	<b>3,375,167</b>	<b>3,410,756</b>	<b>3,450,868</b>
<b>Total assets</b>	<b>3,092,311</b>	<b>3,139,273</b>	<b>3,184,526</b>	<b>3,227,203</b>	<b>3,271,360</b>	<b>3,315,256</b>	<b>3,365,495</b>	<b>3,415,419</b>	<b>3,459,052</b>	<b>3,504,945</b>	<b>3,560,433</b>
<b>Liabilities</b>											
<b>Current liabilities</b>											
Trade and other payables	28,497	28,990	29,493	30,905	31,442	31,988	32,543	33,175	33,814	34,468	35,222
Trust funds and deposits	7,360	7,078	6,994	6,911	6,831	6,754	6,680	6,607	6,537	6,471	6,406
Provisions	15,162	15,294	15,732	16,181	16,651	17,151	17,659	18,192	18,759	19,335	19,939
Interest-bearing liabilities	3,500	2,000	2,866	3,266	6,466	4,546	5,213	5,746	5,746	5,746	2,367
Lease liabilities	1,056	412	15	-	-	-	-	-	-	-	-
<b>Total current liabilities</b>	<b>55,576</b>	<b>53,775</b>	<b>55,099</b>	<b>57,263</b>	<b>61,390</b>	<b>60,440</b>	<b>62,095</b>	<b>63,719</b>	<b>64,856</b>	<b>66,019</b>	<b>63,933</b>
<b>Non-current liabilities</b>											
Provisions	2,232	2,306	2,368	2,431	2,496	2,567	2,639	2,712	2,792	2,873	2,955
Interest-bearing liabilities	19,000	34,500	44,634	47,368	47,902	49,156	53,943	56,197	50,451	44,705	49,338
Lease liabilities	429	15	-	-	-	-	-	-	-	-	-
Other liabilities	1,441	1,441	1,441	1,441	1,441	1,441	1,441	1,441	1,441	1,441	1,441
<b>Total non-current liabilities</b>	<b>23,102</b>	<b>38,262</b>	<b>48,443</b>	<b>51,240</b>	<b>51,839</b>	<b>53,164</b>	<b>58,023</b>	<b>60,350</b>	<b>54,684</b>	<b>49,019</b>	<b>53,734</b>
<b>Total liabilities</b>	<b>78,678</b>	<b>92,036</b>	<b>103,542</b>	<b>108,504</b>	<b>113,229</b>	<b>113,604</b>	<b>120,118</b>	<b>124,069</b>	<b>119,540</b>	<b>115,038</b>	<b>117,667</b>
<b>Net assets</b>	<b>3,013,633</b>	<b>3,047,237</b>	<b>3,080,984</b>	<b>3,118,699</b>	<b>3,158,131</b>	<b>3,201,652</b>	<b>3,245,377</b>	<b>3,291,350</b>	<b>3,339,513</b>	<b>3,389,908</b>	<b>3,442,766</b>
<b>Equity</b>											
Accumulated surplus	1,140,066	1,181,118	1,219,372	1,257,193	1,293,980	1,334,850	1,376,411	1,419,855	1,465,463	1,513,283	1,563,548
Reserves	1,873,567	1,866,119	1,861,611	1,861,506	1,864,151	1,866,802	1,868,966	1,871,495	1,874,050	1,876,625	1,879,218
<b>Total equity</b>	<b>3,013,633</b>	<b>3,047,237</b>	<b>3,080,984</b>	<b>3,118,699</b>	<b>3,158,131</b>	<b>3,201,652</b>	<b>3,245,377</b>	<b>3,291,350</b>	<b>3,339,513</b>	<b>3,389,907</b>	<b>3,442,766</b>

**3.3 Statement of Changes in Equity**

	Total	Accumulated Surplus	Revaluation Reserve	Other Reserves
	\$'000	\$'000	\$'000	\$'000
<b>2021 Forecast Actual</b>				
Balance at beginning of the financial year	2,994,198	1,109,341	1,809,653	75,203
Surplus/(deficit) for the year	19,435	19,435	-	-
Transfers to other reserves	-	(11,141)	-	11,141
Transfers from other reserves	-	22,430	-	(22,430)
<b>Balance at end of the financial year</b>	<b>3,013,633</b>	<b>1,140,065</b>	<b>1,809,653</b>	<b>63,914</b>
<b>2022</b>				
Balance at beginning of the financial year	3,013,633	1,140,065	1,809,653	63,913
Surplus/(deficit) for the year	33,604	33,604	-	-
Transfers to other reserves	-	(12,846)	-	12,846
Transfers from other reserves	-	20,294	-	(20,294)
<b>Balance at end of the financial year</b>	<b>3,047,237</b>	<b>1,181,117</b>	<b>1,809,653</b>	<b>56,465</b>
<b>2023</b>				
Balance at beginning of the financial year	3,047,237	1,181,118	1,809,653	56,465
Surplus/(deficit) for the year	33,747	33,747	-	-
Transfers to other reserves	-	(17,780)	-	17,780
Transfers from other reserves	-	22,289	-	(22,289)
<b>Balance at end of the financial year</b>	<b>3,080,984</b>	<b>1,219,374</b>	<b>1,809,653</b>	<b>51,956</b>
<b>2024</b>				
Balance at beginning of the financial year	3,080,984	1,219,373	1,809,653	51,956
Surplus/(deficit) for the year	37,715	37,715	-	-
Transfers to other reserves	-	(17,783)	-	17,783
Transfers from other reserves	-	17,889	-	(17,889)
<b>Balance at end of the financial year</b>	<b>3,118,699</b>	<b>1,257,194</b>	<b>1,809,653</b>	<b>51,850</b>
<b>2025</b>				
Balance at beginning of the financial year	3,118,699	1,257,194	1,809,653	51,850
Surplus/(deficit) for the year	39,432	39,432	-	-
Transfers to other reserves	-	(17,783)	-	17,783
Transfers from other reserves	-	17,889	-	(17,889)
<b>Balance at end of the financial year</b>	<b>3,158,131</b>	<b>1,296,732</b>	<b>1,809,653</b>	<b>51,743</b>

	Total \$'000	Accumulated Surplus \$'000	Revaluation Reserve \$'000	Other Reserves \$'000
<b>2026</b>				
Balance at beginning of the financial year	3,158,131	1,296,732	1,809,653	51,743
Surplus/(deficit) for the year	43,521	43,521	-	-
Transfers to other reserves	-	(16,543)	-	16,543
Transfers from other reserves	-	13,889	-	(13,889)
<b>Balance at end of the financial year</b>	<b>3,201,652</b>	<b>1,337,600</b>	<b>1,809,653</b>	<b>54,397</b>
<b>2027</b>				
Balance at beginning of the financial year	3,201,652	1,337,600	1,809,653	54,397
Surplus/(deficit) for the year	43,725	43,725	-	-
Transfers to other reserves	-	(16,543)	-	16,543
Transfers from other reserves	-	13,889	-	(13,889)
<b>Balance at end of the financial year</b>	<b>3,245,377</b>	<b>1,378,671</b>	<b>1,809,653</b>	<b>57,051</b>
<b>2028</b>				
Balance at beginning of the financial year	3,245,377	1,378,671	1,809,653	57,051
Surplus/(deficit) for the year	45,974	45,974	-	-
Transfers to other reserves	-	(16,421)	-	16,421
Transfers from other reserves	-	13,889	-	(13,889)
<b>Balance at end of the financial year</b>	<b>3,291,350</b>	<b>1,422,113</b>	<b>1,809,653</b>	<b>59,583</b>
<b>2029</b>				
Balance at beginning of the financial year	3,291,350	1,422,113	1,809,653	59,583
Surplus/(deficit) for the year	48,164	48,164	-	-
Transfers to other reserves	-	(16,442)	-	16,442
Transfers from other reserves	-	13,889	-	(13,889)
<b>Balance at end of the financial year</b>	<b>3,339,512</b>	<b>1,467,723</b>	<b>1,809,653</b>	<b>62,136</b>
<b>2030</b>				
Balance at beginning of the financial year	3,339,512	1,467,723	1,809,653	62,136
Surplus/(deficit) for the year	50,395	50,395	-	-
Transfers to other reserves	-	(16,463)	-	16,463
Transfers from other reserves	-	13,889	-	(13,889)
<b>Balance at end of the financial year</b>	<b>3,389,907</b>	<b>1,515,544</b>	<b>1,809,653</b>	<b>64,710</b>
<b>2031</b>				
Balance at beginning of the financial year	3,389,907	1,515,544	1,809,653	64,710
Surplus/(deficit) for the year	52,859	52,859	-	-
Transfers to other reserves	-	(16,485)	-	16,485
Transfers from other reserves	-	13,889	-	(13,889)
<b>Balance at end of the financial year</b>	<b>3,442,767</b>	<b>1,565,808</b>	<b>1,809,653</b>	<b>67,306</b>

### 3.4 Statement of Cash Flows

	Forecast										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
	ln/(Out)	ln/(Out)	ln/(Out)	ln/(Out)	ln/(Out)	ln/(Out)	ln/(Out)	ln/(Out)	ln/(Out)	ln/(Out)	ln/(Out)
<b>Cash flows from operating activities</b>											
Rates and charges	119,903	129,693	132,629	135,013	139,776	144,981	150,368	156,248	162,650	169,297	176,205
Statutory fees and fines	14,464	21,327	24,271	26,256	27,801	28,357	28,924	29,503	30,093	30,695	31,309
User fees	13,681	22,302	23,757	25,415	29,488	30,265	31,061	31,962	32,968	34,005	35,076
Grants - operating	8,809	9,008	8,895	9,058	9,164	9,373	9,485	9,651	9,819	9,989	10,164
Grants - capital	1,340	12,580	1,998	2,298	298	2,298	298	298	298	298	298
Contributions - monetary	9,845	11,000	15,278	15,278	15,278	15,278	15,278	15,278	15,278	15,278	15,278
Interest received	746	297	359	233	192	145	266	642	701	685	725
Trust funds and deposits taken/(repaid)	(197)	(283)	(83)	(83)	(80)	(77)	(74)	(73)	(70)	(66)	(65)
Other receipts	5,141	6,918	6,975	7,131	7,548	7,306	7,360	7,733	8,225	8,028	8,332
Net GST refund / payment	13,905	21,498	18,666	18,455	19,396	14,862	12,707	14,563	15,101	15,212	16,239
Employee costs	(71,219)	(75,592)	(78,331)	(80,873)	(83,535)	(86,480)	(89,637)	(93,126)	(96,779)	(100,666)	(104,962)
Materials and services	(54,122)	(81,674)	(81,020)	(81,543)	(86,171)	(84,746)	(85,316)	(87,874)	(90,548)	(91,888)	(94,334)
Other payments	(4,489)	(7,904)	(6,062)	(5,951)	(5,603)	(5,843)	(5,468)	(5,601)	(5,526)	(5,960)	(5,715)
<b>Net cash provided by/(used in) operating activities</b>	<b>57,807</b>	<b>69,171</b>	<b>67,333</b>	<b>70,687</b>	<b>73,551</b>	<b>75,719</b>	<b>75,253</b>	<b>79,205</b>	<b>82,209</b>	<b>84,908</b>	<b>88,549</b>
<b>Cash flows from investing activities</b>											
Payments for property, infrastructure, plant and equipment	(71,163)	(108,061)	(91,703)	(90,043)	(93,299)	(68,288)	(56,014)	(65,949)	(68,534)	(68,699)	(74,250)
Proceeds from sale of property, infrastructure, plant and equipment	915	383	383	383	383	383	383	383	383	383	383
<b>Net cash provided by/ (used in) investing activities</b>	<b>(70,247)</b>	<b>(107,679)</b>	<b>(91,320)</b>	<b>(89,660)</b>	<b>(92,916)</b>	<b>(67,905)</b>	<b>(55,631)</b>	<b>(65,566)</b>	<b>(68,151)</b>	<b>(68,317)</b>	<b>(73,867)</b>
<b>Cash flows from financing activities</b>											
Finance costs	(223)	(189)	(373)	(479)	(607)	(655)	(623)	(817)	(861)	(783)	(809)
Proceeds from borrowings	-	15,000	13,000	6,000	7,000	5,800	10,000	8,000	-	-	7,000
Repayment of borrowings	-	(1,000)	(2,000)	(2,866)	(3,266)	(6,466)	(4,546)	(5,213)	(5,746)	(5,746)	(5,746)
Interest paid - lease liability	(358)	(376)	(58)	(36)	(25)	-	-	-	-	-	-
Repayment of lease liabilities	(375)	(1,058)	(412)	(15)	-	-	-	-	-	-	-
<b>Net cash provided by/(used in) financing activities</b>	<b>(956)</b>	<b>12,377</b>	<b>10,157</b>	<b>2,604</b>	<b>3,102</b>	<b>(1,321)</b>	<b>4,831</b>	<b>1,970</b>	<b>(6,607)</b>	<b>(6,529)</b>	<b>445</b>
<b>Net increase/(decrease) in cash &amp; cash equivalents</b>	<b>(13,397)</b>	<b>(26,131)</b>	<b>(13,830)</b>	<b>(16,370)</b>	<b>(16,263)</b>	<b>6,493</b>	<b>24,453</b>	<b>15,609</b>	<b>7,451</b>	<b>10,062</b>	<b>15,127</b>
Cash and cash equivalents at the beginning of the financial year	106,711	93,314	67,186	53,359	36,988	20,725	27,216	51,669	67,278	74,728	84,791
<b>Cash and cash equivalents at the end of the financial year</b>	<b>93,314</b>	<b>67,186</b>	<b>53,359</b>	<b>36,988</b>	<b>20,725</b>	<b>27,215</b>	<b>51,669</b>	<b>67,278</b>	<b>74,729</b>	<b>84,790</b>	<b>99,918</b>

### 3.5 Statement of Capital Works

	Forecast 2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Property</b>											
Land	11,138	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
<b>Total land</b>	<b>11,138</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>
Buildings	6,326	8,083	10,951	14,721	18,889	18,745	9,236	6,359	13,169	17,053	21,652
Heritage buildings	-	1,351	582	302	158	500	500	4,500	-	125	-
<b>Total buildings</b>	<b>6,326</b>	<b>9,434</b>	<b>11,533</b>	<b>15,023</b>	<b>19,047</b>	<b>19,245</b>	<b>9,736</b>	<b>10,859</b>	<b>13,169</b>	<b>17,178</b>	<b>21,652</b>
<b>Total property</b>	<b>17,464</b>	<b>19,434</b>	<b>21,533</b>	<b>25,023</b>	<b>29,047</b>	<b>29,245</b>	<b>19,736</b>	<b>20,859</b>	<b>23,169</b>	<b>27,178</b>	<b>31,652</b>
<b>Plant and equipment</b>											
Computers and telecommunications	523	2,309	847	697	1,657	642	644	1,071	1,046	646	654
Fixtures, fittings and furniture	377	407	680	224	570	437	512	440	420	435	420
Heritage plant and equipment	-	40	50	50	50	-	-	-	-	-	-
Library books	1,034	980	1,100	1,120	1,020	1,050	1,060	1,060	1,080	1,162	1,070
Plant, machinery and equipment	5,366	13,425	5,954	4,621	5,144	2,565	520	525	530	530	535
<b>Total plant and equipment</b>	<b>7,300</b>	<b>17,161</b>	<b>8,631</b>	<b>6,712</b>	<b>8,441</b>	<b>4,694</b>	<b>2,736</b>	<b>3,096</b>	<b>3,076</b>	<b>2,773</b>	<b>2,679</b>
<b>Infrastructure</b>											
Bridges	86	89	91	94	96	99	102	104	107	110	113
Drainage	4,179	4,600	3,479	3,657	4,136	1,855	1,911	1,961	2,009	2,064	2,115
Footpaths and cycleways	4,933	5,187	4,984	5,111	5,448	2,833	1,944	1,993	2,049	2,100	2,154
Other infrastructure	2,869	6,395	5,733	4,516	6,038	1,167	1,219	1,076	1,217	1,078	1,220
Parks, open space and streetscapes	11,568	12,114	5,404	9,232	10,336	8,087	7,148	14,069	15,010	13,146	12,681
Recreational, leisure and community facilities	2,067	12,063	19,523	15,599	12,409	1,066	1,505	1,575	1,241	965	1,448
Roads	4,728	7,605	6,050	6,350	7,140	11,481	12,957	13,631	12,760	11,398	11,705
<b>Total infrastructure</b>	<b>30,430</b>	<b>48,052</b>	<b>45,264</b>	<b>44,558</b>	<b>45,602</b>	<b>26,588</b>	<b>26,786</b>	<b>34,409</b>	<b>34,393</b>	<b>30,861</b>	<b>31,436</b>
<b>Total capital works expenditure</b>	<b>55,194</b>	<b>84,648</b>	<b>75,428</b>	<b>76,293</b>	<b>83,090</b>	<b>60,527</b>	<b>49,258</b>	<b>58,364</b>	<b>60,638</b>	<b>60,812</b>	<b>65,767</b>
<b>Represented by:</b>											
New asset expenditure	14,511	20,256	26,015	23,745	20,275	11,089	11,308	11,074	12,023	10,927	11,067
Asset renewal expenditure	32,288	44,202	31,240	35,230	39,936	28,628	27,627	29,879	29,144	26,362	26,456
Asset expansion expenditure	8,394	20,140	18,123	17,268	22,829	250	3,050	50	50	50	50
Asset upgrade expenditure	-	50	50	50	50	20,560	7,273	17,361	19,421	23,473	28,194
<b>Total capital works expenditure</b>	<b>55,194</b>	<b>84,648</b>	<b>75,428</b>	<b>76,293</b>	<b>83,090</b>	<b>60,527</b>	<b>49,258</b>	<b>58,364</b>	<b>60,638</b>	<b>60,812</b>	<b>65,767</b>
<b>Funding sources represented by:</b>											
Grants	1,340	12,580	1,998	2,298	298	2,298	298	298	298	298	298
Contributions	-	-	-	-	-	-	-	-	-	-	-
Council cash	53,854	57,067	60,430	67,995	75,792	52,429	38,960	50,066	60,340	60,514	58,469
Borrowings	-	15,000	13,000	6,000	7,000	5,800	10,000	8,000	-	-	7,000
<b>Total capital works expenditure</b>	<b>55,194</b>	<b>84,648</b>	<b>75,428</b>	<b>76,293</b>	<b>83,090</b>	<b>60,527</b>	<b>49,258</b>	<b>58,364</b>	<b>60,638</b>	<b>60,812</b>	<b>65,767</b>

### 3.6 Statement of Human Resources

Staff expenditure	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Total staff expenditure</b>											
Permanet -Male	26,196	27,890	28,590	29,294	30,073	30,858	31,648	32,521	33,402	34,291	35,272
Permanet-Female	30,152	32,102	32,908	33,717	34,614	35,517	36,427	37,432	38,446	39,469	40,598
TBA		5,353	5,488	5,623	5,772	5,923	6,075	6,242	6,411	6,582	6,770
Casuals, temporary and other expenditure	17,191	15,140	16,651	17,674	18,662	20,380	21,866	23,332	25,151	27,162	29,197
Less salary capitalisation	(2,158)	(4,637)	(4,754)	(4,871)	(5,000)	(5,538)	(5,680)	(5,837)	(5,995)	(6,154)	(6,330)
<b>Total staff expenditure</b>	<b>71,381</b>	<b>75,848</b>	<b>78,883</b>	<b>81,437</b>	<b>84,121</b>	<b>87,140</b>	<b>90,335</b>	<b>93,690</b>	<b>97,417</b>	<b>101,350</b>	<b>105,507</b>
<b>Permanent full time</b>											
Male	22,939	25,057	25,686	26,318	27,018	27,723	28,433	29,217	30,009	30,807	31,688
Female	20,655	23,813	24,410	25,011	25,676	26,346	27,021	27,767	28,519	29,278	30,115
TBA		4,440	4,551	4,663	4,787	4,912	5,038	5,177	5,317	5,459	5,615
<b>Total</b>	<b>43,594</b>	<b>53,310</b>	<b>54,648</b>	<b>55,992</b>	<b>57,481</b>	<b>58,982</b>	<b>60,492</b>	<b>62,161</b>	<b>63,846</b>	<b>65,544</b>	<b>67,419</b>
<b>Permanent part time</b>											
Male	3,257	2,833	2,904	2,976	3,055	3,135	3,215	3,304	3,393	3,484	3,583
Female	9,497	8,289	8,497	8,706	8,938	9,171	9,406	9,665	9,927	10,191	10,483
TBA		913	936	959	985	1,011	1,036	1,065	1,094	1,123	1,155
<b>Total</b>	<b>12,754</b>	<b>12,036</b>	<b>12,338</b>	<b>12,641</b>	<b>12,978</b>	<b>13,316</b>	<b>13,657</b>	<b>14,034</b>	<b>14,414</b>	<b>14,798</b>	<b>15,221</b>
<b>Staff numbers</b>											
	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE
<b>Total staff numbers</b>											
Permanet -Male	264.40	268.80	268.84	268.84	268.84	270.45	271.94	273.30	274.53	275.63	276.59
Permanet-Female	315.60	305.30	305.15	305.15	305.15	306.98	308.67	310.21	311.61	312.86	313.95
TBA	-	56.00	56.02	56.02	56.02	56.36	56.67	56.95	57.21	57.43	57.64
Casuals and temporary	103.10	105.10	90.67	84.67	84.67	84.67	84.67	84.67	84.67	84.67	84.67
<b>Total staff numbers</b>	<b>683.10</b>	<b>735.20</b>	<b>720.68</b>	<b>714.68</b>	<b>714.68</b>	<b>718.46</b>	<b>721.95</b>	<b>725.13</b>	<b>728.01</b>	<b>730.59</b>	<b>732.85</b>
<b>Permanent full time</b>											
Male	241.00	233.00	233.00	233.00	233.00	234.40	235.69	236.87	237.93	238.88	239.72
Female	217.00	216.00	216.00	216.00	216.00	217.30	218.49	219.58	220.57	221.45	222.23
TBA	-	44.00	44.00	44.00	44.00	44.26	44.51	44.73	44.93	45.11	45.27
<b>Total</b>	<b>458.00</b>	<b>493.00</b>	<b>493.00</b>	<b>493.00</b>	<b>493.00</b>	<b>495.96</b>	<b>498.69</b>	<b>501.18</b>	<b>503.43</b>	<b>505.45</b>	<b>507.22</b>
<b>Permanent part time</b>											
Male	23.40	35.80	35.84	35.84	35.84	36.06	36.25	36.43	36.60	36.74	36.87
Female	98.60	89.30	89.15	89.15	89.15	89.68	90.18	90.63	91.04	91.40	91.72
TBA	-	12.00	12.02	12.02	12.02	12.09	12.16	12.22	12.27	12.32	12.37
<b>Total</b>	<b>122.00</b>	<b>137.10</b>	<b>137.01</b>	<b>137.01</b>	<b>137.01</b>	<b>137.83</b>	<b>138.59</b>	<b>139.28</b>	<b>139.91</b>	<b>140.47</b>	<b>140.96</b>
<b>Casuals &amp; temporary</b>	<b>103.10</b>	<b>105.10</b>	<b>84.67</b>	<b>84.67</b>	<b>84.67</b>	<b>84.67</b>	<b>84.67</b>	<b>84.67</b>	<b>84.67</b>	<b>84.67</b>	<b>84.67</b>
<b>Total staff numbers</b>	<b>683.10</b>	<b>735.20</b>	<b>720.68</b>	<b>714.68</b>	<b>714.68</b>	<b>718.46</b>	<b>721.95</b>	<b>725.13</b>	<b>728.01</b>	<b>730.59</b>	<b>732.85</b>



Department	Permanent Full Time 2021/22				Permanent Part Time 2021/22			
	Male	Female	TBA	Total	Male	Female	TBA	Total
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
CEO Division	2,271	4,425	657	7,353	-	480	-	480
Community and Wellbeing	3,823	8,927	1,519	14,269	2,217	6,246	698	9,161
Planning and Place	4,131	5,374	939	10,445	76	1,057	-	1,132
Customer and Technology	2,875	1,606	396	4,878	91	369	103	564
Environment and Infrastructure	11,957	3,480	928	16,366	449	136	112	698
<b>Total permanent staff expenditure</b>	<b>25,057</b>	<b>23,813</b>	<b>4,440</b>	<b>53,310</b>	<b>2,833</b>	<b>8,289</b>	<b>913</b>	<b>12,036</b>
Casuals, temporary and other expenditure	15,140							
Capitalised labour costs	(4,637)							
<b>Total staff</b>	<b>75,848</b>							

## 3.7 Planned Human Resource Expenditure

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>CEO</b>										
Permanent - Full time	7,353	7,537	7,723	7,928	8,135	8,343	8,573	8,806	9,040	9,299
Female	4,425	4,536	4,648	4,771	4,896	5,021	5,160	5,300	5,440	5,596
Male	2,271	2,327	2,385	2,448	2,512	2,576	2,647	2,719	2,792	2,871
TBA	657	674	690	709	727	746	766	787	808	831
Permanent - Part time	480	492	504	518	531	545	560	575	591	607
Female	480	492	504	518	531	545	560	575	591	607
Male	0	0	0	0	0	0	0	0	0	0
TBA	0	0	0	0	0	0	0	0	0	0
<b>Total CEO</b>	<b>7,833</b>	<b>8,030</b>	<b>8,227</b>	<b>8,446</b>	<b>8,666</b>	<b>8,888</b>	<b>9,134</b>	<b>9,381</b>	<b>9,631</b>	<b>9,906</b>
<b>Community and Wellbeing</b>										
Permanent - Full time	14,269	14,627	14,987	15,386	15,787	16,191	16,638	17,089	17,544	18,046
Female	8,927	9,151	9,376	9,626	9,877	10,130	10,410	10,692	10,976	11,290
Male	3,823	3,919	4,015	4,122	4,230	4,338	4,458	4,578	4,700	4,835
TBA	1,519	1,557	1,595	1,638	1,681	1,724	1,771	1,819	1,868	1,921
Permanent - Part time	9,161	9,391	9,622	9,878	10,136	10,395	10,682	10,972	11,264	11,586
Female	6,246	6,403	6,560	6,735	6,911	7,088	7,283	7,481	7,680	7,899
Male	2,217	2,273	2,329	2,391	2,453	2,516	2,585	2,656	2,726	2,804
TBA	698	715	733	752	772	792	814	836	858	882
<b>Total Community and Wellbeing</b>	<b>23,430</b>	<b>24,018</b>	<b>24,609</b>	<b>25,264</b>	<b>25,923</b>	<b>26,587</b>	<b>27,321</b>	<b>28,061</b>	<b>28,808</b>	<b>29,631</b>
<b>Planning and Place</b>										
Permanent - Full time	10,445	10,707	10,970	11,262	11,556	11,852	12,179	12,509	12,842	13,209
Female	5,374	5,509	5,644	5,795	5,946	6,098	6,266	6,436	6,607	6,796
Male	4,131	4,235	4,339	4,454	4,571	4,688	4,817	4,948	5,079	5,224
TBA	939	963	987	1,013	1,039	1,066	1,095	1,125	1,155	1,188
Permanent - Part time	1,132	1,161	1,189	1,221	1,253	1,285	1,320	1,356	1,392	1,432
Female	1,057	1,083	1,110	1,139	1,169	1,199	1,232	1,265	1,299	1,336
Male	76	78	79	82	84	86	88	91	93	96
TBA	-	-	-	-	-	-	-	-	-	-
<b>Total Planning and Place</b>	<b>11,577</b>	<b>11,868</b>	<b>12,159</b>	<b>12,483</b>	<b>12,809</b>	<b>13,137</b>	<b>13,499</b>	<b>13,865</b>	<b>14,234</b>	<b>14,641</b>
<b>Customer and Technology</b>										
Permanent - Full time	4,878	5,000	5,123	5,259	5,397	5,535	5,688	5,842	5,997	6,169
Female	1,606	1,647	1,687	1,732	1,777	1,823	1,873	1,924	1,975	2,032
Male	2,875	2,947	3,020	3,100	3,181	3,262	3,352	3,443	3,535	3,636
TBA	396	406	416	427	438	449	462	474	487	501
Permanent - Part time	564	578	592	608	624	640	658	676	694	713
Female	369	379	388	398	409	419	431	443	454	467
Male	91	93	96	98	101	103	106	109	112	115
TBA	103	106	109	112	114	117	121	124	127	131
<b>Total Customer and Technology</b>	<b>5,442</b>	<b>5,578</b>	<b>5,716</b>	<b>5,868</b>	<b>6,021</b>	<b>6,175</b>	<b>6,345</b>	<b>6,517</b>	<b>6,691</b>	<b>6,882</b>
<b>Environment and Infrastructure</b>										
Permanent - Full time	16,366	16,776	17,189	17,646	18,107	18,570	19,083	19,600	20,121	20,697
Female	3,480	3,567	3,655	3,752	3,850	3,949	4,058	4,168	4,279	4,401
Male	11,957	12,257	12,559	12,893	13,230	13,568	13,943	14,321	14,701	15,122
TBA	928	952	975	1,001	1,027	1,053	1,082	1,112	1,141	1,174
Permanent - Part time	698	715	733	752	772	792	814	836	858	882
Female	136	140	143	147	151	155	159	163	168	173
Male	449	460	472	484	497	510	524	538	552	568
TBA	112	115	118	121	124	127	131	134	138	142
<b>Total Environment and Infrastructure</b>	<b>17,063</b>	<b>17,492</b>	<b>17,922</b>	<b>18,399</b>	<b>18,879</b>	<b>19,362</b>	<b>19,897</b>	<b>20,436</b>	<b>20,979</b>	<b>21,579</b>
<b>Casuals, temporary and other expenditure</b>	<b>15,140</b>	<b>16,651</b>	<b>17,674</b>	<b>18,662</b>	<b>20,335</b>	<b>21,815</b>	<b>23,296</b>	<b>25,110</b>	<b>27,115</b>	<b>29,168</b>
<b>Less Salary capitalisation</b>	<b>(4,637)</b>	<b>(4,754)</b>	<b>(4,871)</b>	<b>(5,000)</b>	<b>(5,535)</b>	<b>(5,677)</b>	<b>(5,834)</b>	<b>(5,992)</b>	<b>(6,151)</b>	<b>(6,327)</b>

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE
<b>CEO</b>										
Permanent - Full time	<b>58.0</b>	<b>58.0</b>	<b>58.0</b>	<b>58.0</b>	<b>59.0</b>	<b>60.0</b>	<b>61.0</b>	<b>62.0</b>	<b>63.0</b>	<b>64.0</b>
Female	34.0	34.0	34.0	34.0	35.0	36.0	37.0	38.0	39.0	40.0
Male	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
TBA	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Permanent - Part time	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>
Female	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Male	-	-	-	-	-	-	-	-	-	-
TBA	-	-	-	-	-	-	-	-	-	-
<b>Total CEO</b>	<b>63.0</b>	<b>63.0</b>	<b>63.0</b>	<b>63.0</b>	<b>64.0</b>	<b>65.0</b>	<b>66.0</b>	<b>67.0</b>	<b>68.0</b>	<b>69.0</b>
<b>Community and Wellbeing</b>										
Permanent - Full time	<b>141.0</b>	<b>141.0</b>	<b>141.0</b>	<b>141.0</b>	<b>142.0</b>	<b>143.0</b>	<b>144.0</b>	<b>145.0</b>	<b>146.0</b>	<b>147.0</b>
Female	86.0	86.0	86.0	86.0	87.0	88.0	89.0	90.0	91.0	92.0
Male	37.0	37.0	37.0	37.0	37.0	37.0	37.0	37.0	37.0	37.0
TBA	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
Permanent - Part time	<b>107.9</b>	<b>107.9</b>	<b>107.9</b>	<b>107.9</b>	<b>107.9</b>	<b>107.9</b>	<b>107.9</b>	<b>107.9</b>	<b>107.9</b>	<b>107.9</b>
Female	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9
Male	29.4	29.4	29.4	29.4	29.4	29.4	29.4	29.4	29.4	29.4
TBA	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6
<b>Total Community and Wellbeing</b>	<b>248.9</b>	<b>248.9</b>	<b>248.9</b>	<b>248.9</b>	<b>249.9</b>	<b>250.9</b>	<b>251.9</b>	<b>252.9</b>	<b>253.9</b>	<b>254.9</b>
<b>Planning and Place</b>										
Permanent - Full time	<b>90.0</b>	<b>90.0</b>	<b>90.0</b>	<b>90.0</b>	<b>91.0</b>	<b>92.0</b>	<b>93.0</b>	<b>93.0</b>	<b>94.0</b>	<b>94.0</b>
Female	47.0	47.0	47.0	47.0	48.0	49.0	50.0	50.0	51.0	51.0
Male	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
TBA	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Permanent - Part time	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>
Female	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Male	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TBA	-	-	-	-	-	-	-	-	-	-
<b>Total Planning and Place</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>
<b>Customer and Technology</b>										
Permanent - Full time	<b>41.0</b>	<b>41.0</b>	<b>41.0</b>	<b>41.0</b>	<b>42.0</b>	<b>43.0</b>	<b>44.0</b>	<b>44.0</b>	<b>44.0</b>	<b>44.0</b>
Female	15.0	15.0	15.0	15.0	16.0	17.0	18.0	18.0	18.0	18.0
Male	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
TBA	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Permanent - Part time	<b>6.1</b>	<b>6.1</b>	<b>6.1</b>	<b>6.1</b>	<b>6.1</b>	<b>6.1</b>	<b>6.1</b>	<b>6.1</b>	<b>6.7</b>	<b>6.7</b>
Female	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	4.4	4.4
Male	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
TBA	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
<b>Total Customer and Technology</b>	<b>47.1</b>	<b>47.1</b>	<b>47.1</b>	<b>47.1</b>	<b>48.1</b>	<b>49.1</b>	<b>50.1</b>	<b>50.1</b>	<b>50.7</b>	<b>50.7</b>
<b>Environment and Infrastructure</b>										
Permanent - Full time	<b>163.0</b>	<b>163.0</b>	<b>163.0</b>	<b>163.0</b>	<b>163.0</b>	<b>163.0</b>	<b>163.0</b>	<b>163.0</b>	<b>163.0</b>	<b>163.0</b>
Female	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Male	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0
TBA	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Permanent - Part time	<b>7.5</b>	<b>7.5</b>	<b>7.5</b>	<b>7.5</b>	<b>8.3</b>	<b>8.8</b>	<b>8.9</b>	<b>9.8</b>	<b>9.8</b>	<b>10.1</b>
Female	1.6	1.6	1.6	1.6	2.3	2.8	3.0	3.9	3.9	4.2
Male	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
TBA	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
<b>Total Environment and Infrastructure</b>	<b>170.5</b>	<b>170.5</b>	<b>170.5</b>	<b>170.5</b>	<b>171.3</b>	<b>171.8</b>	<b>171.9</b>	<b>172.8</b>	<b>172.8</b>	<b>173.1</b>
<b>Casuals and temporary</b>	<b>105.1</b>	<b>90.7</b>	<b>84.7</b>	<b>84.7</b>	<b>84.7</b>	<b>84.7</b>	<b>84.7</b>	<b>84.7</b>	<b>84.7</b>	<b>84.7</b>
<b>Total staff numbers</b>	<b>735.2</b>	<b>720.7</b>	<b>714.7</b>	<b>714.7</b>	<b>718.5</b>	<b>721.9</b>	<b>725.1</b>	<b>728.0</b>	<b>730.6</b>	<b>732.8</b>

## 4 Financial Performance Indicators

The following table highlights Council's projected performance across a range of key financial performance indicators. These indicators provide an analysis of Council's 10-year financial projections and should be interpreted in the context of the organisation's objectives and financial management principles.

Indicator	Measure	Notes	Target	Forecast											Trend
				Actual	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
<b>Operating position</b>															
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	1	>5%	5.6%	6.0%	9.2%	10.7%	11.9%	12.5%	13.1%	13.6%	14.0%	14.5%	14.9%	+
<b>Liquidity</b>															
Working Capital	Current assets / current liabilities	2	>1	192.0%	143.3%	111.5%	78.9%	47.4%	59.2%	97.3%	119.6%	129.3%	142.7%	171.4%	+
Unrestricted cash	Unrestricted cash / current liabilities	3	>0	154.7%	111.8%	84.1%	52.5%	22.6%	33.9%	72.5%	95.2%	105.1%	118.6%	146.3%	+
<b>Obligations</b>															
Loans and borrowings	Interest bearing loans and borrowings / rate revenue	4	<40%	19.0%	29.3%	36.9%	38.1%	39.5%	37.6%	39.9%	40.2%	35.0%	30.2%	29.7%	-
Loans and borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate revenue		<10%	0.19%	0.95%	1.84%	2.51%	2.81%	4.98%	3.49%	3.91%	4.12%	3.91%	3.77%	-
Indebtedness	Non-current liabilities / own source revenue		<40%	15.0%	21.8%	26.2%	26.5%	25.5%	25.4%	26.8%	26.9%	23.5%	20.4%	21.5%	o
Asset renewal	Asset renewal and upgrade expense / Asset depreciation	5	>100%	164.5%	214.5%	148.7%	164.4%	176.1%	212.3%	147.7%	196.0%	197.6%	198.8%	213.7%	-
<b>Stability</b>															
Rates concentration	Rate revenue / adjusted underlying revenue	6	Note 1	72.7%	67.7%	66.5%	65.9%	65.0%	65.4%	65.8%	66.0%	66.2%	66.7%	67.0%	-
Rates effort	Rate revenue / CIV of rateable properties in the municipality		Note 1	0.100%	0.129%	0.134%	0.136%	0.137%	0.139%	0.141%	0.142%	0.144%	0.145%	0.147%	+

Indicator	Measure	Notes	Target	Forecast											Trend
				Actual	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
<b>Efficiency</b>															
Expenditure level	Total expenses/ no. of property assessments		Note 1	\$2,344	\$2,611	\$2,585	\$2,622	\$2,683	\$2,712	\$2,747	\$2,797	\$2,853	\$2,901	\$2,956	-
Revenue level	Total rate revenue / no. of property assessments		Note 1	\$1,497	\$1,513	\$1,519	\$1,546	\$1,577	\$1,613	\$1,649	\$1,691	\$1,738	\$1,786	\$1,836	+

Note 1 - Benchmarked against neighbouring Councils.

**Key to Forecast Trend:**

- + Forecasts improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

**Notes to indicators**

**1. Adjusted underlying result**

An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. Financial Performance is expected to improve from 2021/22 due to the recovery from the impact of the COVID-19 pandemic. This will stabilise from 2022/23 through modest user fee income increases, operational efficiencies and cost control measures and assumed rate cap stability. Financial performance will be at risk should future reductions in the rate cap occur.

**2. Working Capital**

The proportion of current liabilities represented by current assets. Working capital is forecast to decrease from 2020/21 levels due to continued use of cash reserves to fund the extensive capital program and increased borrowings forecast.

**3. Unrestricted Cash**

Reflects the broad objective that sufficient cash which is free of restrictions is available to pay bills as and when they fall due. The indicator is negative in 2019/20 due to term deposits with maturity over 90 days classified under Other Financial Assets. When term deposits with maturity over 90 days is included with cash and cash equivalents the indicator for 2019/20 is 55%. The ratio starts to reduce as cash is utilised for significant capital works program during the years 2022/23 to 2024/25.

**4. Debt compared to rates**

Trend indicates Council's new long term borrowings to part fund major capital works over the next four years.

**5. Asset renewal**

This percentage indicates the extent of Council's renewal and upgrade works compared against its depreciation charge (an indication of the decline in value of its existing capital assets). A percentage greater than 100 indicates Council is maintaining its existing assets, while a percentage less than 100 means its assets are deteriorating faster than they are being renewed and future capital expenditure will be required to renew assets.

**6. Rates concentration**

Reflects extent of reliance on rate revenues to fund all of Council's on-going services. Trend indicates a relatively stable level over the outlook period. Following the impact of the COVID-19 pandemic in 2020/21, Council is projecting to have a lower reliance on rates as other income streams returned to pre-pandemic levels.

**Calculation of Adjusted Underlying surplus / (deficit)**

The following table shows how the adjusted underlying result has been calculated.

**Adjusted Underlying Result**

	Forecast										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Total Income	172,761	206,925	209,378	218,094	226,210	234,581	239,599	247,757	256,350	264,526	273,514
Total expenses	153,326	173,321	175,635	180,378	186,778	191,056	195,875	201,781	208,189	214,132	220,653
<b>Surplus/(deficit) for the year</b>	<b>19,435</b>	<b>33,605</b>	<b>33,743</b>	<b>37,716</b>	<b>39,432</b>	<b>43,524</b>	<b>43,723</b>	<b>45,976</b>	<b>48,161</b>	<b>50,394</b>	<b>52,861</b>
<b>Less non-operating income and expenses</b>											
Grants - Capital (non-recurrent)	(1,340)	(12,580)	(1,998)	(2,298)	(298)	(2,298)	(298)	(298)	(298)	(298)	(298)
Contributions - monetary (capital)	(8,950)	(10,000)	(13,889)	(13,889)	(13,889)	(13,889)	(13,889)	(13,889)	(13,889)	(13,889)	(13,889)
Contributions - non-monetary	-	-	-	-	-	-	-	-	-	-	-
<b>Adjusted underlying surplus/(deficit)</b>	<b>9,145</b>	<b>11,024</b>	<b>17,856</b>	<b>21,529</b>	<b>25,245</b>	<b>27,337</b>	<b>29,536</b>	<b>31,789</b>	<b>33,974</b>	<b>36,207</b>	<b>38,674</b>

## 5 Strategies and Plans

This section describes the strategies and plans that support the 10-year financial projections included to the Financial Plan.

### 5.1 Borrowing Strategy

#### 5.1.1 Current Debt Position

The total amount borrowed as at 30 June 2021 is \$22.5 million.

Council has accessed debt funding to complete a range of major infrastructure projects including the construction of the Cato St Redevelopment project and implementation of Percy Treyvaud Master Plan, Prahran Town Hall Master Plan and Prahran Aquatic Centre Redevelopment.

#### 5.1.2 Future Borrowing Requirements

The following table highlights Council's projected loan balance, including new loans and loan repayments for the 10 years of the Financial Plan

	Forecast										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Opening balance</b>	22,500	22,500	36,500	47,500	50,634	54,368	53,702	59,156	61,943	56,197	50,451
Plus New loans	-	15,000	13,000	6,000	7,000	5,800	10,000	8,000	0	0	7,000
Less Principal repayment	-	(1,000)	(2,000)	(2,866)	(3,266)	(6,466)	(4,546)	(5,213)	(5,746)	(5,746)	(5,746)
<b>Closing balance</b>	22,500	36,500	47,500	50,634	54,368	53,702	59,156	61,943	56,197	50,451	51,705
Interest payment	223	189	373	479	607	655	623	817	861	783	809

**5.1.3 Performance Indicators**

The following table highlights Council’s projected performance across a range of debt management performance indicators.

Performance Indicator	Target	Forecast										
		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
		%	%	%	%	%	%	%	%	%	%	%
Total borrowings / Rate revenue	Below 40%	19.0%	29.3%	36.9%	38.1%	39.5%	37.6%	39.9%	40.2%	35.0%	30.2%	29.7%
Debt servicing / Rate revenue	Below 5%	0.19%	0.15%	0.29%	0.36%	0.44%	0.46%	0.42%	0.53%	0.54%	0.47%	0.47%
Debt committment / Rate revenue	Below 10%	0.19%	0.95%	1.84%	2.51%	2.81%	4.98%	3.49%	3.91%	4.12%	3.91%	3.77%
Indebtedness / Own source revenue	Below 40%	15.0%	21.8%	26.2%	26.5%	25.5%	25.4%	26.8%	26.9%	23.5%	20.4%	21.5%

Council maintains its loan borrowing within prudent and management limits as demonstrated by the following performance indicators.

**Total borrowings / Rate revenue**

Performance – this ratio remains within the low-risk target (below 40%) over the life of the Financial Plan except for the 2027/28 year where it is only marginally higher (40.2% compared to the 40% target).

**Debt servicing / Rate revenue**

Performance – this ratio remains well within the low-risk target (below 5%) over the life of the Financial Plan.

**Debt commitment / Rate revenue**

Performance – this ratio remains well within the low-risk target (below 10%) over the life of the Financial Plan.

**Indebtedness / Own source revenue**

Performance – this ratio remains well within the low-risk target (below 40%) over the life of the Financial Plan.

## 5.2 Reserves Strategy

### 5.2.1 Current Reserves

#### Public Open Space Reserve

- Purpose - The Open Space Reserve holds funds contributed by developers for works associated with developing and improved public open space and recreational facilities within Council. Funds are contributed in accordance with Section 18 of the Subdivision Act and transfers are restricted to the purpose of creating open space such as parks, playgrounds, pavilions and other such items where it is deemed that these works should occur at a later point than the initial development.
- Movements - transfers to the reserve (inflows) comprise contribution income from subdividers in lieu of the an 8% levy on all non-exempt subdivisions for South Yarra, Windsor, Prahran and Armadale, and 5% for all other suburbs Public Open Space requirement. Transfers from the reserve (outflows) are applied to fund Open Space capital projects on an annual basis.

#### Development Contributions Reserve

- Purpose – This reserve retains funds received from developers for infrastructure provision related to Council's Development Contributions Plans. Council is going to have one Development Contribution Plan with one future reserve to be established to manage levy income contributed by developers.
- Movements – Transfers from this reserve will be for nominated capital works for Development Infrastructure projects and Community Infrastructure projects. These funds are tied directly to the income received or cash funds refunded to developers for capital works completed directly by the developer.

#### Future Fund Reserve

- Purpose – This reserve was created to assist Council when making strategic property acquisitions, for major community infrastructure development opportunities and other specific one off purposes.
- Movements – Inflows to the reserve are mainly sourced from surplus generated from Council operation. Transfers from the reserve are aligned to approved Council capital works allocation.

#### Infrastructure - Roads Damaged Reserve

- Purpose – This reserve was created to enable Council to utilise forfeited road asset protection and work zones maintenance bonds on road and infrastructure repair and maintenance.
- Movements – Forfeited road asset protection and work zones maintenance bonds if not spent during the year, will be transferred into this reserve and relevant roads and infrastructure repair and maintenance will be funded by it.



**5.2.2 Reserve Usage Projections**

The table below discloses the balance and annual movement for each reserve over the 10-year life of the Financial Plan. Total amount of reserves, for each year, is to align with the Statement of Changes in Equity.

Restricted reserves are to be included to the disclosure of restricted cash assets.

<b>Reserves</b>	<b>Restricted / Discretionary</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-30</b>	<b>2030-31</b>
		<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>
<b>Development Contributions Reserve</b>												
	<b>Restricted</b>											
<b>Opening balance</b>		-	-	-	-	-	-	-	-	-	-	-
Transfer to reserve		-	-	3,889	3,889	3,889	3,889	3,889	3,889	3,889	3,889	3,889
Transfer from reserve		-	-	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)
<b>Closing balance</b>		-	-	-	-	-	-	-	-	-	-	-
<b>Reserves Summary</b>												
	<b>Total Restricted</b>											
<b>Opening balance</b>		-	-	-	-	-	-	-	-	-	-	-
Transfer to reserve		-	-	3,889	3,889	3,889	3,889	3,889	3,889	3,889	3,889	3,889
Transfer from reserve		-	-	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)	(3,889)
<b>Closing balance</b>		-	-	-	-	-	-	-	-	-	-	-
<b>Future Fund</b>												
	<b>Discretionary</b>											
<b>Opening balance</b>		22,278	15,441	7,347	2,447	1,947	3,947	5,947	7,447	8,947	10,447	11,947
Transfer to reserve		1,500	2,200	3,500	3,500	2,000	2,000	1,500	1,500	1,500	1,500	1,500
Transfer from reserve		(8,337)	(10,294)	(8,400)	(4,000)	-	-	-	-	-	-	-
<b>Closing balance</b>		<b>15,441</b>	<b>7,347</b>	<b>2,447</b>	<b>1,947</b>	<b>3,947</b>	<b>5,947</b>	<b>7,447</b>	<b>8,947</b>	<b>10,447</b>	<b>11,947</b>	<b>13,447</b>
<b>Public Open Space Reserve</b>												
	<b>Discretionary</b>											
<b>Opening balance</b>		52,673	48,223	48,869	49,260	49,654	50,300	50,954	51,616	52,648	53,701	54,775
Transfer to reserve		9,641	10,646	10,391	10,394	10,646	10,654	10,662	11,032	11,053	11,074	11,096
Transfer from reserve		(14,091)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
<b>Closing balance</b>		<b>48,223</b>	<b>48,869</b>	<b>49,260</b>	<b>49,654</b>	<b>50,300</b>	<b>50,954</b>	<b>51,616</b>	<b>52,648</b>	<b>53,701</b>	<b>54,775</b>	<b>55,871</b>
<b>Infrastructure - Roads Damaged Reserve</b>												
	<b>Discretionary</b>											
<b>Opening balance</b>		250	250	250	250	250	250	250	250	250	250	250
Transfer to reserve		-	-	-	-	-	-	-	-	-	-	-
Transfer from reserve		-	-	-	-	-	-	-	-	-	-	-
<b>Closing balance</b>		<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>

<b>Reserves</b>	<b>Restricted / Discretionary</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-30</b>	<b>2030-31</b>
		<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>	<b>\$000's</b>
<b>Reserves Summary</b>												
	<b>Total Discretionary</b>											
<b>Opening balance</b>		75,201	63,914	56,466	51,957	51,851	54,497	57,151	59,313	61,845	64,398	66,972
Transfer to reserve		11,141	12,846	13,891	13,894	12,646	12,654	12,162	12,532	12,553	12,574	12,596
Transfer from reserve		(22,428)	(20,294)	(18,400)	(14,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
<b>Closing balance</b>		<b>63,914</b>	<b>56,466</b>	<b>51,957</b>	<b>51,851</b>	<b>54,497</b>	<b>57,151</b>	<b>59,313</b>	<b>61,845</b>	<b>64,398</b>	<b>66,972</b>	<b>69,568</b>
<b>Reserves Summary</b>												
	<b>Restricted &amp; Discretionary</b>											
<b>Opening balance</b>		75,201	63,914	56,466	51,957	51,851	54,497	57,151	59,313	61,845	64,398	66,972
Transfer to reserve		11,141	12,846	17,780	17,783	16,535	16,543	16,051	16,421	16,442	16,463	16,485
Transfer from reserve		(22,428)	(20,294)	(22,289)	(17,889)	(13,889)	(13,889)	(13,889)	(13,889)	(13,889)	(13,889)	(13,889)
<b>Closing balance</b>		<b>63,914</b>	<b>56,466</b>	<b>51,957</b>	<b>51,851</b>	<b>54,497</b>	<b>57,151</b>	<b>59,313</b>	<b>61,845</b>	<b>64,398</b>	<b>66,972</b>	<b>69,568</b>

## Community Recovery Committee - Terms of Reference

### Purpose:

The City of Stonnington Community Recovery Committee is being formed in response to the COVID-19 pandemic event to:

- seek input from the affected community into the process of recovery;
- inform community about recovery processes and activities;
- confirm the Community Recovery Plan; and
- monitor and progress recovery effort.

### Membership:

The membership of the Community Recovery Committee has been designed to reflect the demography and interests of the Stonnington community. Representatives include:

- Independent Chair
- Residents representing the following cohorts:
  - All age cohorts and life stages
  - Socio-economically disadvantaged communities
  - People living with disability (Stonnington Disability and Access Committee)
  - Culturally and linguistically diverse communities
  - Environmental representative
  - Welfare and emergency relief support
  - Arts & Cultural community
  - Rotary Club
  - Municipal Recovery Manager (ex officio).

The Committee will be resourced by a Council officer.

### Responsibilities:

The functions of the Community Recovery Committee may include:

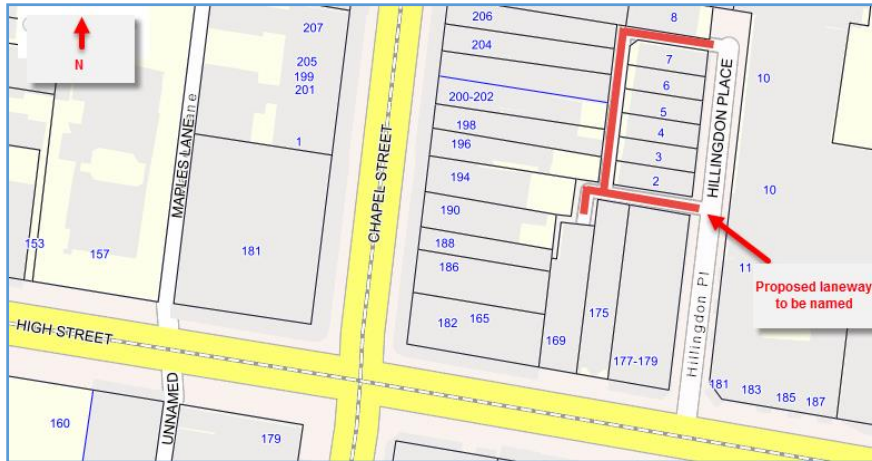
- Assist in the assessment of impact issues and confirm priorities in the Community Recovery Plan
- Monitor the overall progress of the recovery process in the community
- Identify community needs and resource requirements and make recommendations
- Liaise, consult and negotiate, on behalf of affected communities, with the Municipal Recovery Committee
- Undertake specific recovery activities as determined by the circumstances and the Community Recovery Committee.

### Conduct and Performance:

In accepting a role on the Community Recovery Committee, Committee members also accept the conduct and performance terms of engagement to the Committee and a commitment that they will:

- Act in the best interests of the community and Council at all times
- Declare any Conflict of Interests at each meeting
- Commit to maintain respectful and inclusive behaviour toward other meeting participants and Council representatives
- Refer any media enquiries to Council's official spokesperson.

As many of these terms are prescribed under the provisions of the Local Government Act 2020, The Code of Conduct and/or the Councils Governance Rules, any breach of conduct will be treated seriously and may, at the discretion of the Chair, lead to termination of committee membership.



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

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

### Linkage to Council Plan

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

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

### Purpose of Report

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

### Officer Recommendation

#### **That Council:**

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

#### **Decision:**

MOTION:

MOVED: Cr Melina Sehr

SECONDED: Cr Steve Stefanopoulos

#### **That Council:**

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

6. **SEEK approval from the Department of Transport and Yarra Trams for the removal of the existing turn ban restrictions at the Commercial Road and High Street intersections of Perth Street;**
7. **CONSULT with the affected community through a section 223 Process seeking feedback on the trial, and their preference for maintaining the one-way flow or reopening the street to two-way flow;**
8. **AUTHORISE officers to notify those who made a submission as part of the Section 223 process of this decision.**

**Carried**

### **Executive Summary**

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

### **Background**

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

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

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

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

The following resolution was made:

#### **That Council:**

1. **ENDORSE a one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street, for a trial period of 6 months;**
2. **ENDORSE a one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street, for a trial period of 6 months;**

**3. Exhibit these one-way flow options under the Section 223 process of the Local Government Act;**

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

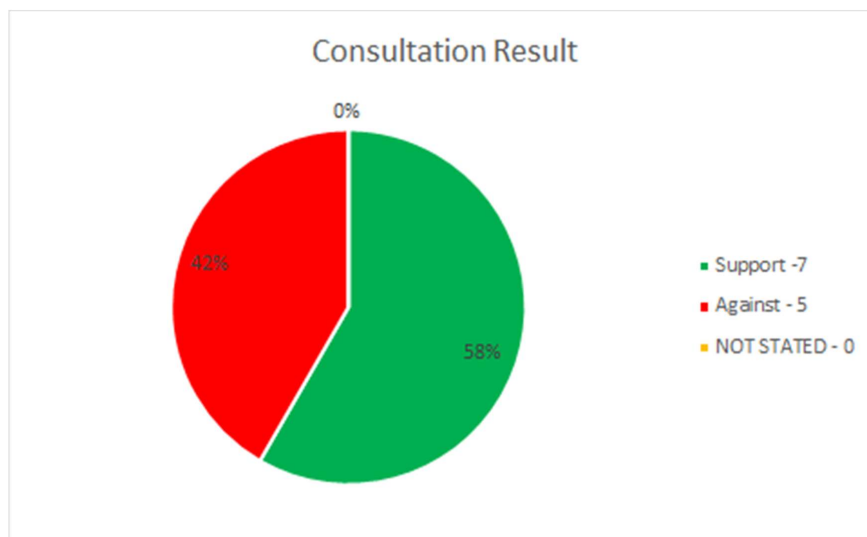
A notice was published in the Leader Newspaper and The Age Newspaper on 3 December 2019 in accordance with then requirements of Section 223 of the Local Government Act. A letter was also distributed to properties generally bounded by Commercial Road, Punt Road, High Street and the train line on 3 December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

**Key Issues and Discussion**

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

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

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



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

The individual submissions are included in **Attachment 4**, with identifying details removed and a summary of these submissions is included in **Attachment 5**. In addition, as permitted under the Local Government Act a person has the right to present at a meeting to be heard in support of their submission. In this case, no submitters indicated they wished to present, so this has not been required.

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

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

#### Officer Summary

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

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

#### **Conclusion**

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

#### **Governance Compliance**

##### **Policy Implications**

There are no policy implications associated with this report.

##### **Financial and Resource Implications**

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

These expenses were covered by existing operating budgets.

##### **Conflicts of Interest Disclosure**



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

[Legal / Risk Implications](#)

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


[Stakeholder Consultation](#)

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

[Human Rights Consideration](#)

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

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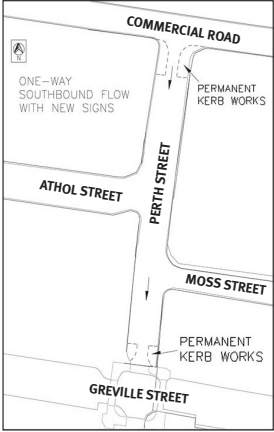
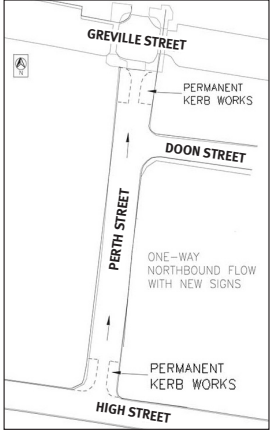


City of  
**STONNINGTON**

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

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

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

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

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

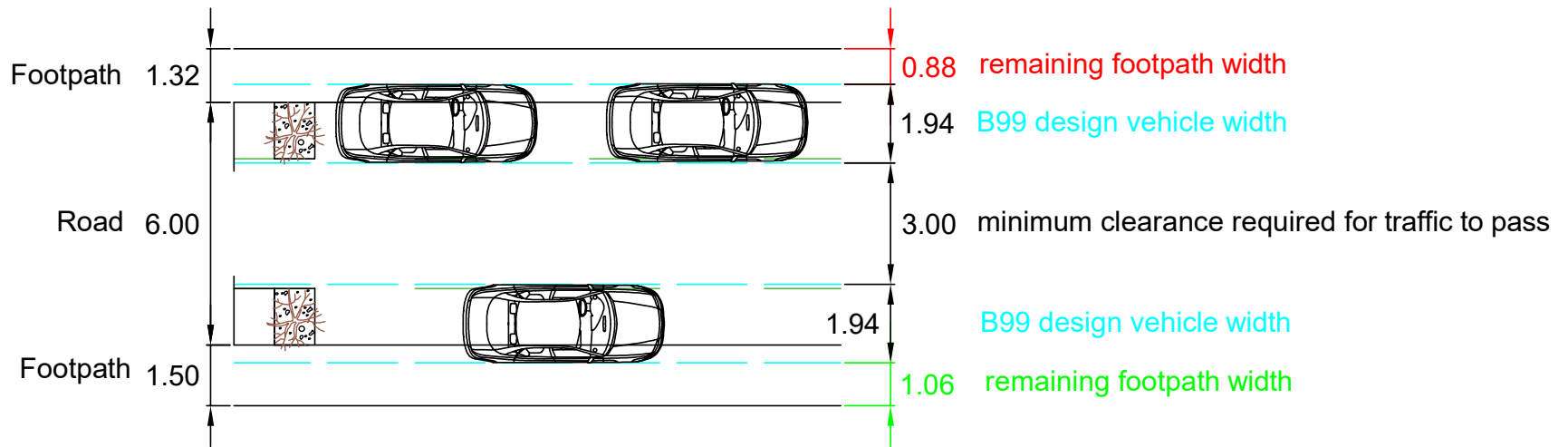
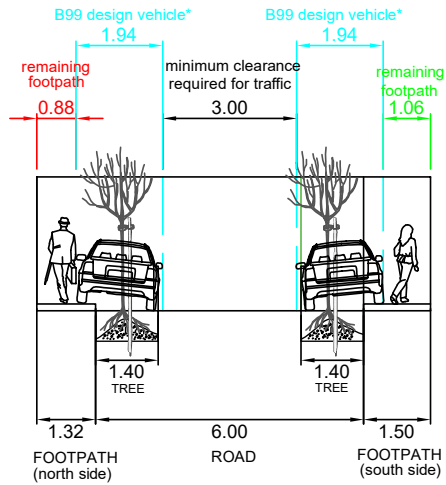
Please note: copies of submissions (including submitters' names and addresses) will be made available at the Council or special committee meeting at which the proposal will be considered. Council is also required to make submissions available for public inspection for a period of 12 months.

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

MV1130  
19x3\_96  
Herald Sun

DocuSigned by:  
*Jane Lovell*  
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### EXISTING ARRANGEMENT



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**GENERAL BUSINESS**  
**1 DECEMBER 1997**

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**9. THE PARKING OF VEHICLES ON FOOTWAYS AND TOO FAR FROM THE BOUNDARY OF THE CARRIAGEWAY**

**(General Manager: Stephen Sabbatucci)**  
**(Author: Ian Waldren)**

**PURPOSE**

The purpose of this report is to advise Council of parking regulations and enforcement practices in relation to vehicles parking on footways and vehicle parking with right wheels near the kerb (ie. opposite side of street).

**BACKGROUND**

These matters were raised by Cr Chandler at the 17 November Council meeting following complaints from residents.

A number of streets, mainly in the Prahran district, do not have sufficient width to allow parking against the curb on both sides of the carriageway. To maximise availability of on street parking for residents, a practice has been in place whereby vehicles have been permitted to park with two wheels on the footway, provided sufficient width of footway remains for safe access by pedestrians.

Past enforcement practice has also allowed vehicles to park facing the wrong way in residential streets with low traffic volumes, provided the vehicle is not parked close to an intersection and has not been subject to a complaint from the community. Council has previously viewed this offence as technical and harsh on residents if strictly enforced.

**DISCUSSION**

The relevant Road Safety (Traffic) Regulations are detailed as follows:

Reg 1104. Prohibited standing places

(1) (g) A person must not leave a vehicle standing so that any part of the vehicle is on a footway or reservation.

Reg 1102. Method of leaving standing vehicles

(1) (a) A person who leaves a vehicle standing on a carriageway must leave the vehicle standing---in the case of a highway on which vehicles are permitted to travel in both directions - so that the vehicle is parallel to the left boundary of the carriageway with the left side wheels as near as is practicable to that boundary.

The service specification for the recently awarded Traffic Services Contract requires the service provider to comply with all relevant policies and procedures of the Council, including existing enforcement regimes. Under Section 87 Road Safety Act 1986, officers employed by the service provider are required to be authorised by Council and agree in writing to exercise their function in accordance with performance criteria established by the Council.

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**GENERAL BUSINESS**  
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Further, the Council retains prosecutions as a core function, with the ability to waive infringement notices through established appeal procedures.

Regulatory staff are currently working with the new contractor to identify streets where problems have been identified and avoid unnecessary issue of infringement notices. In relation to parking partially on footways the following streets have been identified. *Bayview Street, Pridham Street, Wrights Terrace, Albion Street, Phoenix Street, Medley Street, Alexandra Street Wilson Street, Elise Street and Florence Street.*

In relation to vehicles parking in the opposite direction to traffic flow in residential streets, Council officers have been aware that from time to time in the Prahran/Windsor area, vehicles have parked in the opposite direction. These parking events have tended to be few, and Council's previous enforcement staff responded to complaints and issued PIN's accordingly.

#### **LEGAL AND ENFORCEMENT ISSUES**

Both traffic regulations are statutory requirements established by State Government Act, which Council has no power to vary. The current practices established for many years are based on discretion of officers not to prosecute. There is no clear distinction between a proper exercise of prosecution discretion and improper failure to perform a statutory function. Exempting large numbers of vehicles from a statutory regulation may amount to the latter.

Enforcement in streets where vehicles are allowed to park with two wheels on the footway is problematic, as one vehicle may be totally blocking the footway and should be issued with a notice according to guidelines, while others leave sufficient room for pedestrians, in particular persons with disabilities. Technically all vehicles are committing the same offence and officers are seen as acting partially if only selected vehicles are issued with notices.

#### **FUTURE MANAGEMENT**

In the interim Council's Regulatory staff are working with the Traffic Services contractor to maintain the previous policy and guidelines relating to both regulations. Any PIN's issued outside of such policy and guidelines will be waived as necessary. Other options are being explored to avoid reliance on the use of prosecution discretion.

In narrow streets, redesign of the footway on one side of the carriageway will allow legal parking on both sides of the street. This method has been used successfully in some Prahran streets previously. However, the capital cost to Council is expected to be significant.

The sustainability of providing discretion to vehicles parked facing the wrong way in residential streets needs reassessment. The regulation is based on the safety issue of vehicles exiting parking spaces in the face of oncoming traffic. Changes to the current practice will be necessary to ensure Council fulfils its statutory obligations and ensures public safety. Change can be effectively managed by community education and a warning system as currently used with street sweeping offences.

#### **SUMMARY**

Pre-existing policy and parking enforcement practices relating to both regulations should be maintained in the interim with the new service provider. Future management of the issue of vehicles parked on the footway should take possible re-design of streets into account. For

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safety reasons the current practices relating to vehicles parked facing the wrong way on carriageways will be reassessed. Council should not resile from it's statutory responsibilities as the regulations relate to public safety.

**➔ RECOMMENDATION**

- 1. That the policy and practices relating to regulations 1104 (1) (g) and 1102 (1) (a) be noted.*
- 2. That the policy relating to regulation 1102 (1) (a) and 1104 (1) (g) be reassessed for safety concerns.*
- 3. That a further report be submitted to Council.*

**COUNCIL MEETING  
1 DECEMBER 1997**

**9. THE PARKING OF VEHICLES ON FOOTWAYS AND TOO FAR FROM THE BOUNDARY OF THE CARRIAGEWAY**

Cr Fenton foreshadowed a motion supporting the officer's recommendation.

MOTION:            MOVED CR CHANDLER            SECONDED CR GAHAN

1. *That the policy and practices relating to regulations 1104 (1) (g), standing on footpaths, and 1102 (1) (a), parking to far from the kerb, be noted.*
2. *That the policy relating to regulation 1102 (1) (a) and 1104 (1) (g) be reassessed for safety concerns.*
3. *That a further report be submitted to Council.*
4. *That in relation to Items (1) and (2), no further enforcement take place in narrow streets that are identified in the report or that do not comply with Vic Road's regulations for the width of streets as carriageways, without prior notice given to Councillors or residents.*

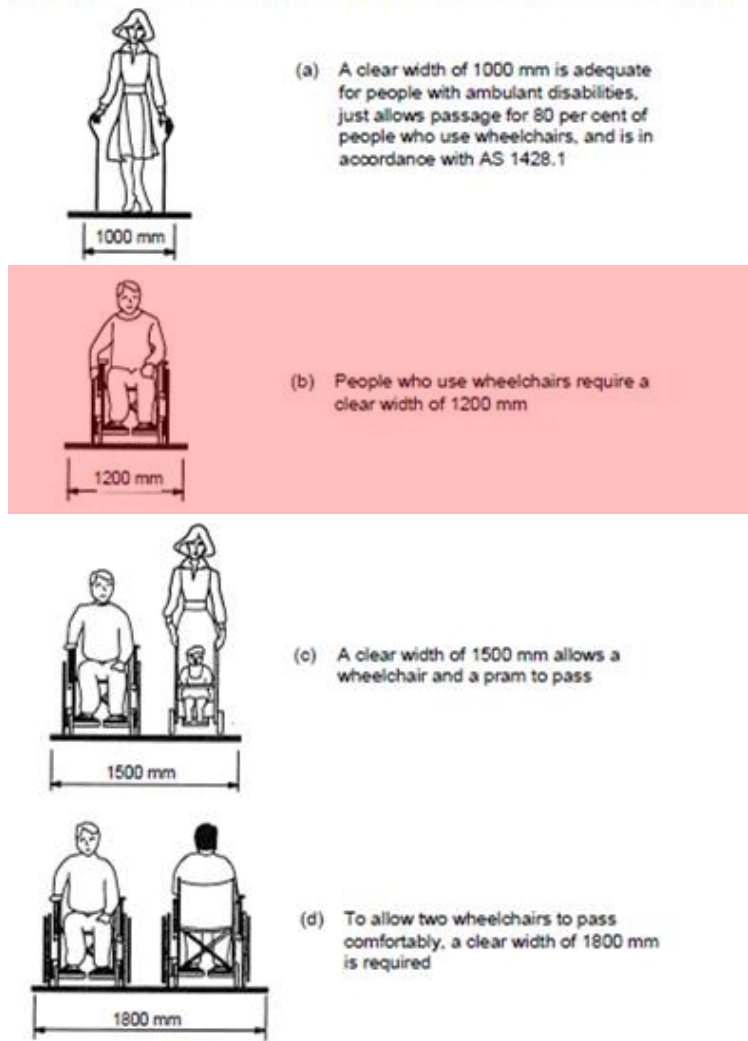
<b>STREET IDENTIFIED IN REPORT THAT ARE NOT TO BE ENFORCED</b>	
Albion street	South Yarra
Alexandra Street	South Yarra
Ann Street	Windsor
Bayview Street	Prahran
Canberra Road	Toorak
Cyril Street	Windsor
Dundonald Avenue	East Malvern
Ellis Street	South Yarra
Florence Street	Prahran
Karma Avenue	East Malvern
Mary Street	Windsor
McKillop Street	South Yarra
Medley Street	South Yarra
Melrose Avenue	Chadstone
Nathan Place	Windsor
Phoenix Street	South Yarra
Pridham Street	Prahran
Stuart Street	Armadale
Turnbull Avenue	Toorak
Warida Avenue	East Malvern
Wilson Street	South Yarra
Wrights Terrace	Prahran

## Design Criteria

### Path width: 1.2m

Austrroads *Guide to Road Design Part 6A: Paths for Walking and Cycling* provides the following widths:

Figure 3.4: Pedestrian path width requirements for people with mobility impairment



Source: AS 1428.2:1992.

This is also reiterated in the *VicRoads Traffic Engineering Manual Volume 3 Part 2.19 – Accessibility DDA Guidelines*.



Across the municipality, we aim for a footpath width of 1.5m, which allows a wheelchair and pram to pass each other. A minimum width of 1.2m can be accepted where constrained, as this is sufficient for people in wheelchairs. The *Australian Standard 1428.1 – Design for Access and Mobility Part 1* allows an absolute minimum width for access of 1.0m, however this is only appropriate for people with ambulant disabilities and allows only 80% of people with wheelchairs to pass. Typically, the 1.0m minimum would be used for a pinch point (such as at a bollard, power pole etc), but would not be used for a footpath along its entire length.

As such, a minimum footpath width of 1.2m has been adopted for the design.

#### **Parking aisle width: 2m**

The *Australian Standards 2890.5 – On-street Parking* states a range of 2.0 – 2.3m is acceptable for parallel parking spaces. It should be noted that the Standard was revised in 2020; the previous revision stated a minimum width of 2.1m.

This is relevant because many cars cannot fit fully within a 2.0m wide space, even if parked perfectly. A Holden Commodore for example has a body width of 1.87m, but the wing mirrors extend out to nearly 2.1m. Therefore, the minimum width parking space may be appropriate where any overhang on either side would not create an impact (such as at a nature strip) but would not be appropriate where any overhang would either impact the minimum through traffic lane, or the minimum footpath width.

As such, a parking aisle width of 2.0m has been adopted for the design, as an absolute minimum. A width of 2.1m may be more appropriate given that there is no space for overhang in the street.

#### **Through traffic lane: 3m**

The *Road Safety Road Rules* rule 208 (7) states:

*If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.*

As such, a minimum through traffic width of 3m has been adopted for the design.

This also aligns with emergency vehicles with the width of a Fire Truck being 3m. This is a non-negotiable width requirement.

#### **Offset to property: 0.6m**

Some options to close the footpath have been explored. Closing a footpath does not mean that vehicles would be able to park up against the property fence. Some space is required for doors to be opened, and passengers to get in the vehicle.

An offset of 0.6m has been used for design. There is no standard or guideline for this dimension, but it has been based on a combination of the width of a door opened at the first stop and additional width requirements in the Australian Standards for vehicles parked against walls.

**Clearance at property gates: 1.5m**

Where a design includes vehicles parked on the footpath (rather than at the kerb), a clearance of 1.5m has been used, to ensure that pedestrians are able to either cross the road between parked cars (if the footpath is closed), or turn onto the footpath, if the footpath is being maintained.

**Minimum length of a parking space: 5.4m**

In order to calculate the number of parking spaces for each arrangement, a minimum length of 5.4m has been used. This length is from the *Australian Standards 2890.5 – On-street Parking*. This is the length of a space where vehicles may enter or leave directly (ie, end spaces).

Intermediate spaces require a length of 6.0 – 6.7m. A minimum length of 6.0m has been used.

In some instances, kerb lengths may be flexible to accommodate smaller vehicles, however as the purpose is to formalise an arrangement, the minimum requirements of the Australian Standards have been used.

## **Albion Street Design Options**

### *Existing arrangement*

On-street parking on both sides of the street. Vehicles park on the footpath on both sides of the street.

On-street parking spaces (north side): 18

On-street parking spaces (south side): 25

Footpath width (north side): 1.32m (constrained in some locations due to utility poles. Narrowest constriction is 0.82m)

Footpath width (south side): 1.5m

Trees (north side): 7

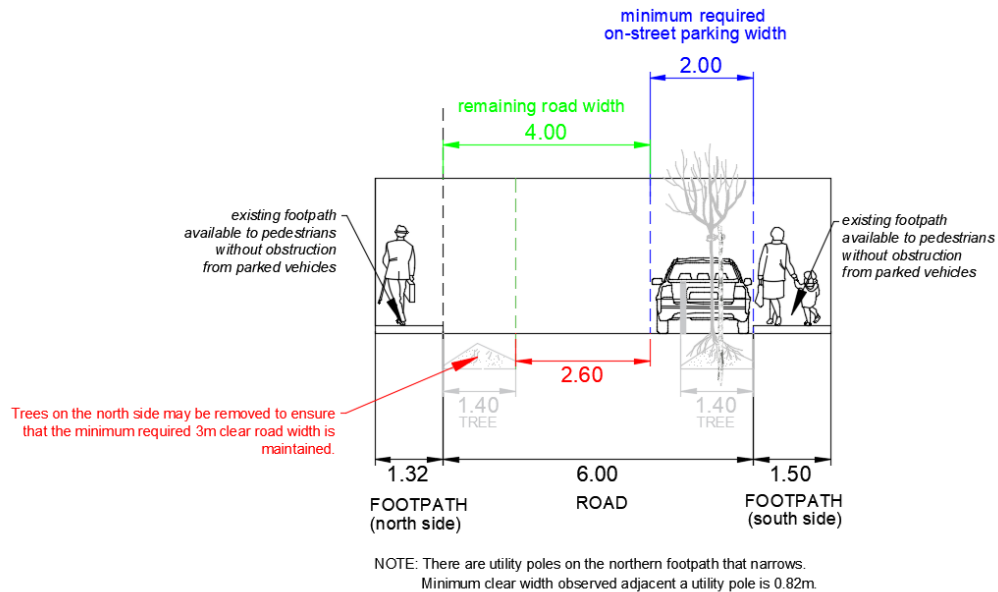
Trees (south side): 10

\*There are some changes to the number of on-street parking spaces specified above compared to previous material (Council report and consultation material). This is due to some recent changes to vehicle crossings in the street that have impacted on-street parking.

Additional inspections of the street have also occurred to ensure accuracy of dimensions. As such, some other changes (such as loss of car spaces or trees) within each of the options have been revised to be more accurate.

*Option 1 – prohibit parking on north side of the street*

On-street parking is retained on the south side of the street. Vehicles do not park on the footpath. Both footpaths are available for pedestrians.



On-street parking spaces: ~25 (loss of 18 spaces compared with existing arrangement, ie, all spaces on the north side of the street)

Footpath width (north side): 1.32m (constrained in some locations due to utility poles. Narrowest constriction is 0.82m)

Footpath width (south side): 1.5m

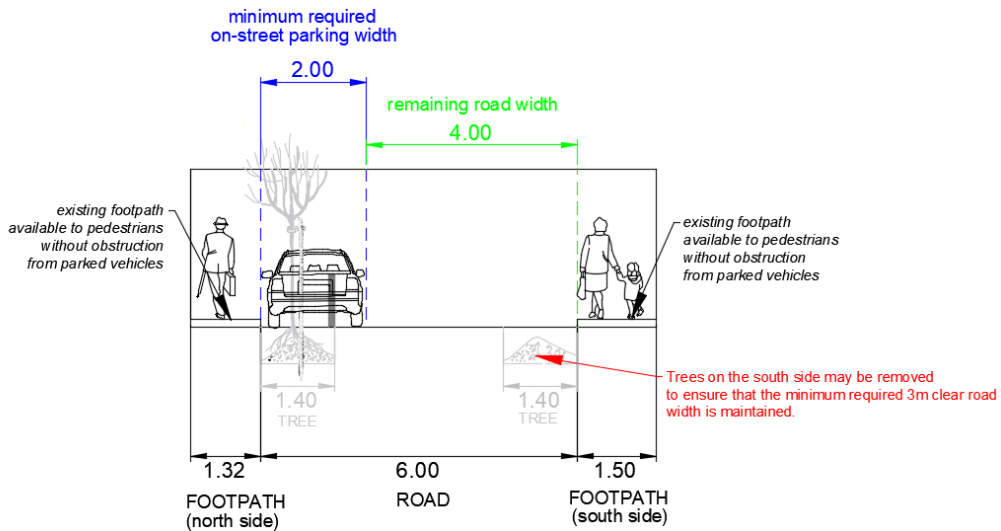
Trees: 11 (loss of 6 compared with the existing arrangement, ie, all trees on the north side of the street that are opposite vehicles parked on the south side of the street)

**Considerations:**

Albion Street is a one-way street and vehicles parked on the south side of the street will park on the right hand side. This is a less familiar side for parallel parking for most drivers, however it is already an existing condition.

*Option 2 – prohibit parking on the south side of the street*

On-street parking is retained on the north side of the street. Vehicles do not park on the footpath. Both footpaths are available for pedestrians.



NOTE: There are utility poles on the northern footpath that narrows.  
Minimum clear width observed adjacent a utility pole is 0.82m.

On-street parking spaces: ~20 (loss of 23 compared with existing arrangement, ie, all spaces on the south side of the street. An additional two spaces can be accommodated on the north side, as discussed below)

Footpath width (north side): 1.32m (constrained in some locations due to utility poles. Narrowest constriction is 0.82m)

Footpath width (south side): 1.5m

Trees: 12 (loss of 5 compared with the existing arrangement, ie, all trees on the south side of the street that are opposite vehicles parked on the north side of the street)

**Considerations:**

There are a number of utility poles along the north side of the street that restrict the ability to park on the footpath. If kerbside parking were to be formalised on the north side of the street, an additional two spaces could be created where vehicles cannot currently park.

*Option 3 – staggered parking*

On-street parking is retained on the north side of the street in some sections and the south side in some sections, to minimise parking loss. Vehicles do not park on the footpath. Both footpaths are available for pedestrians.

Typical cross sections as per Options 1 and 2 above.



On-street parking spaces: 29 (loss of 14 compared with existing arrangement, as indicated in red in the above diagram)

Footpath width (north side): 1.32m (constrained in some locations due to utility poles. Narrowest constriction is 0.82m)

Footpath width (south side): 1.5m

Trees: 9 (loss of 8 compared with the existing arrangement, ie, all trees that are opposite where on-street parking will be retained)

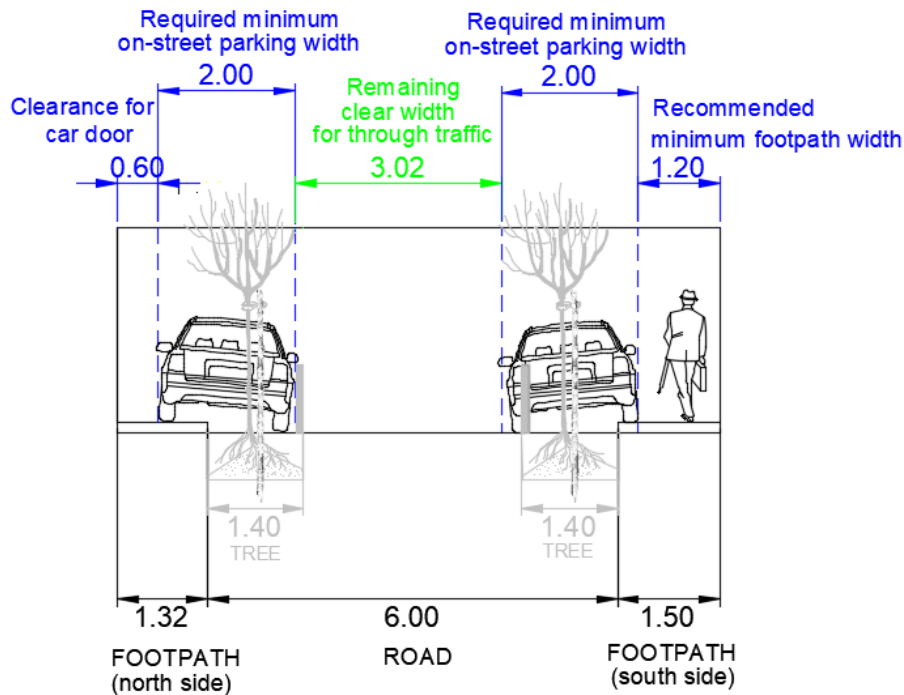
**Considerations:**

Albion Street is a one-way street and vehicles parked on the south side of the street will park on the right hand side. This is a less familiar side for parallel parking for most drivers, however it is already an existing condition.

Vehicles travelling along the street would need to weave around the staggered parking. This can assist with slowing traffic speeds.

*Option 4 – close footpath on north side of the street*

On-street parking is retained on both sides of the street, with vehicles parked on the footpath.



On-street parking spaces: 28 (retain 18 spaces on the south side, retain 10 spaces on the north side – loss of 15 spaces compared with existing arrangement)

Footpath width (north side): 0.6m (to allow for door openings. Does not allow formal pedestrian access)

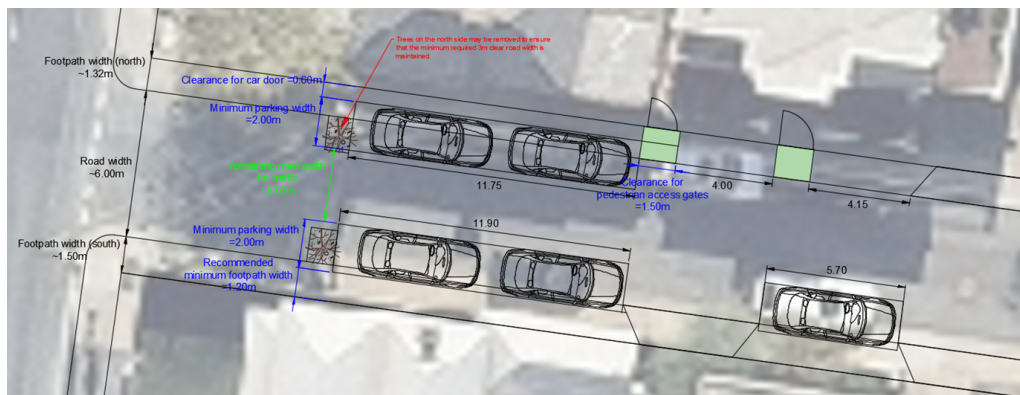
Footpath width (south side): 1.2m

Trees: 13 (loss of 4 compared with existing arrangement.)

**Considerations:**

Some trees would also be lost. This is due to parking on the south side projecting further into the carriageway than the existing arrangement. In some locations a clear width of 3m cannot be maintained.

This arrangement does not retain all existing spaces. As vehicles would be parked closer to property fences, some parking would be lost on both sides to accommodate access to gates and pedestrian entry. This would allow pedestrians to leave the property and cross to either the other side of the street (residents on north side), or turn on to the adjacent footpath (residents on south side). Example arrangement below:



As above, this arrangement only retains one formal pedestrian path, and requires residents on the north side of the street to cross the road in order to use a footpath.

If a clearance to the gates on the south side was not required, some additional spaces could be retained.

Vehicles still park on the footpath on both sides of the street.

This arrangement may be difficult to sign accurately, and therefore enforce, in the event of any non-compliance.

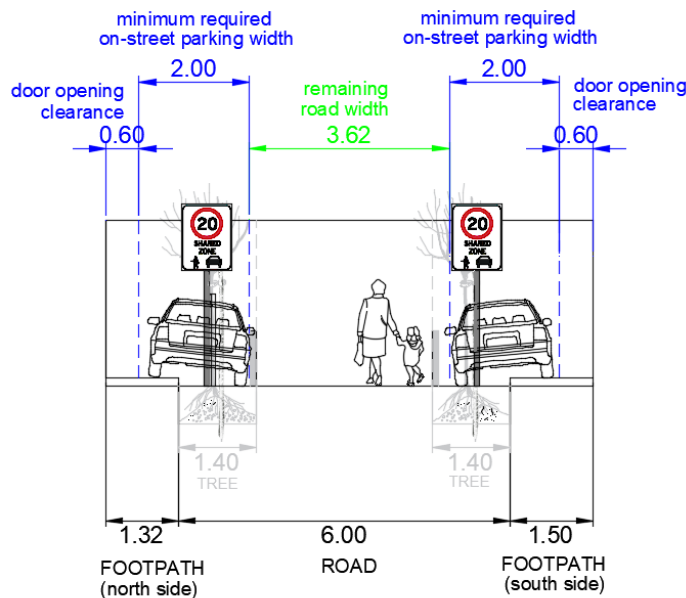
This arrangement would be best accommodated in conjunction with a road reconstruction. It requires motorists on the north side to park ~700mm on the footpath and motorists on the south side to park ~300mm on the footpath, however there is limited means to clearly convey this to motorists.

This option requires vehicles parking opposite each other to park very accurately. There is an almost negligible margin of error before either the minimum footpath width or minimum through traffic width is impacted.



*Option 5 – Shared Zone*

On-street parking is retained on both sides of the street, with vehicles parked on the footpath. Pedestrians and vehicles share the carriageway.



NOTE: There are utility poles on the northern footpath that narrows.  
Minimum clear width observed adjacent a utility pole is 0.82m.

On-street parking spaces: 28 (retain 18 spaces on the south side, retain 10 spaces on the north side – loss of 15 spaces compared with existing arrangement)

Footpath width (north side): 0.6m (to allow for door openings. Does not allow formal pedestrian access)

Footpath width (south side): 0.6m (to allow for door openings. Does not allow formal pedestrian access)

Trees: 17 (no loss compared with existing arrangement.)

**Considerations:**

A Shared Zone is typically used in areas where vehicle access is to be maintained, with high pedestrian volumes. Pedestrian travel is usually across the street (eg, pedestrians accessing a train station or crossing in shopping areas) rather than along the street (eg, typical pedestrian behavior in residential streets). This means that interactions between motorists and pedestrians are much shorter in duration.

The through road width has been maximised, in recognition that it would accommodate both vehicle and pedestrian traffic.

This arrangement does not retain all existing spaces. As vehicles would be parked closer to property fences, some parking would be lost on both sides to accommodate access to gates and pedestrian entry.

This would allow pedestrians to leave the property and access the shared pedestrian/vehicle path.  
 Example arrangement below:



Shared Zone requires pedestrians and motorists to share the road, with priority given to pedestrians. Pedestrians may feel intimidated by motorists who may be stuck behind them.

A Shared Zone has a speed limit of 10 or 20km/h. This is a significant reduction from the existing speed limit. Compliance with a low speed limit is not usually achieved by signage alone. It is likely that speed cushions or other traffic calming devices would be required. This may negate any accessibility objectives that Council is seeking to provide via a formal arrangement.

Preliminary advice from the Department of Transport (DoT/VicRoads) states that they would not support new Shared Zones unless they strictly complied with the guidelines.

Unless the street is reconstructed to support the Shared Zone arrangement and address the DoT guidelines, a signed Shared Zone arrangement does not provide a significantly different road environment to the current arrangement.

*Option 6 – Delineate a 1m path on each footpath*

On-street parking is retained on both sides of the street, with vehicles parked on the footpath. The outer edge of parking is marked on the footpath to guide motorists to park correctly.

On-street parking spaces: 44 (no loss compared with existing arrangement)

Footpath width (north side): 1m (constrained in some locations due to utility poles. Narrowest constriction is 0.82m)

Footpath width (south side): 1m

Trees: 17 (no loss compared with existing arrangement)

**Considerations:**

Advice from the Stonnington Accessibility Committee and an independent consultant has stated that a width of 1m is not satisfactory for access. This arrangement would not provide any formal pedestrian access greater than 1m. As such, this option would not meet the accessibility requirements sought by formalising an arrangement.

A line (or other delineation such as markers or a rumble strip) is less effective than a kerb at guiding motorists where to park.

To accommodate a B85 vehicle (width 1.87m – a vehicle that represents 85% of vehicles on Australian roads) on both sides of the road, this requires both vehicles to park exactly on the line in order to maintain the 1m footpath clearance and 3m traffic clearance. For larger vehicles it would likely not be possible. Council should ensure that a formalised arrangement can accommodate all vehicles. As noted above, a 1m footpath width is not considered satisfactory.

Vehicles still park on the footpath on both sides of the street.

This arrangement may be difficult to sign accurately, and therefore enforce, in the event of any non-compliance.

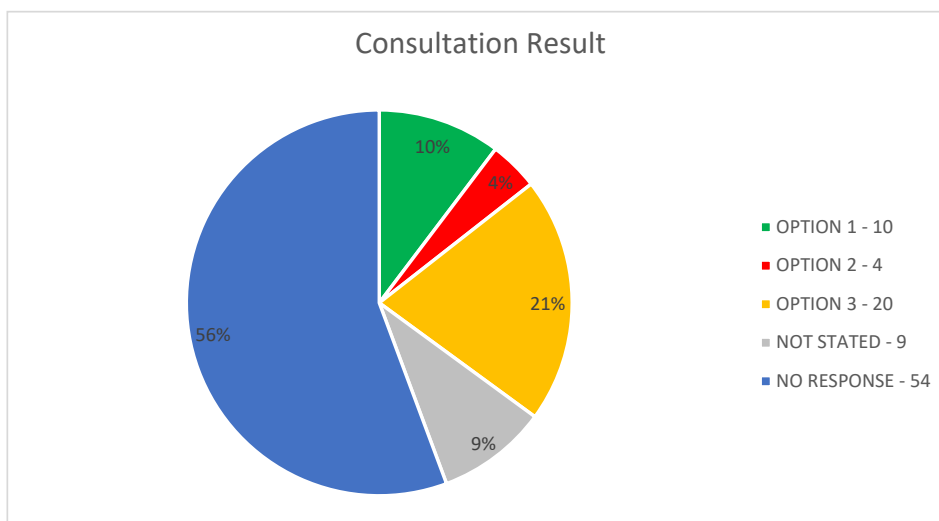
Although this arrangement is similar to the existing arrangement, the existing arrangement is informal. There is some flexibility for enforcement and encroachment into either the footpath or through traffic lane. In the event that this arrangement was formalised and access (either pedestrian or vehicle) was compromised, despite motorists parking in accordance with any linemarking, Council may be liable for any damage or injury. For example, two larger vehicles park opposite each other in accordance with the line and access for a fire truck is blocked.

## CONSULTATION REPORT

A total of 97 properties were distributed the circular with 43 replies received, equating to a 44% response rate.

Table 1: Response Total

Response	Number	Proportion
Option 1 – ban parking on north side of the street	10	10%
Option 2 – ban parking on south side of the street	4	4%
Option 3 – staggered parking	20	21%
Responded, but did not advise preference (including advising preference to retain current arrangement)	9	9%
Did not respond	54	56%



### Community Response

The below table includes the responses from the community which accompanied their survey responses. Some residents who indicated a preference for a particular option also indicated that they would prefer to retain the current arrangement.

Respondent Comments for Option 1 – ban parking on the north side of the street
<p>Given the objective of accessibility for elderly and those with a disability, Option 3 seems to be a flawed solution as it would require crossing of the street. Option 1 therefore appears to be the logical solution as it delivers more car parking and less tree removal.</p> <p>(*Council officers advised respondent that all options would keep footpaths clear with no crossing of the road required. The respondent did not want to change preference)</p>

<p>None of these solutions are practical or acceptable. Solving a small problem by creating a bigger one is ridiculous. There's barely enough parks available as it is. I have a young family, so parking near to home is vital.</p> <p>Please know that myself and almost every resident is very strongly against the proposed changes and it will create much larger issues for the residents than the current situation.</p> <p><i>*Also indicated a first preference to leave the street as is</i></p>
<p>Very very disappointed :( My car will be driving around in the dark with me in it, looking for a car space.... Thanks, not!</p>
<p>I strongly disagree that the current arrangements cannot be retained. All options result in a significant loss of amenity for little benefit to the community. Option 3 is a very poor option, and will likely result in accidents or the road being obstructed. Option 1 is the most appropriate of proposed options.</p> <p><i>*Also indicated a first preference to leave the street as is</i></p>
<p>Thank you! This change is greatly needed to meet basic accessibility standards.</p>
<p>Option 1 allows 25 places for cars to park &amp; less trees removed, allowing one side for pedestrians to have easier access.</p>
<p>We live here with 2 children. I understand the concern for wheelchair access but for the rest, you are fighting shadows. The real danger in our street is the speed at which transitory vehicles (not local) get through the neighbourhood.</p>

#### Respondent Comments for Option 2 – ban parking on the south side of the street

<p>As cars generally drive on the left hand side, parking to the left (north side) is logical.</p>
<p>Further to your letter re parking changes which indicated only a choice of 3 options -In our view it was misleading as there are other possibilities!</p> <ul style="list-style-type: none"> <li>• The street is narrow and historically cannot be widened to allow excessive changes</li> <li>• We have a current situation re parking which has been acceptable, if not ideal. The idea that you can reduce it to make it better is unreal.</li> <li>• Already Trades are reluctant to come for work here; we have had refusals.</li> <li>• Work permits are useless if parking is not allowed.</li> <li>• We are pensioners and rely on visits from family and friends who shy from coming due to parking difficulties.</li> <li>• You will contribute to our isolation, no doubt - this amounts to abuse and detrimental to our mental health and maybe contrary to relevant Disability Act.</li> </ul> <p><i>*Comments provided subsequently to survey response. No change in preference was noted.</i></p>
<p>I am writing to express my concerns that a very small, but vocal group of residents are working together to oppose Council Officer's proposal to remove parking from the footpath and introduce one sided or staggered on street parking.</p> <p>My health has deteriorated in the past 18 months and I am unable to leave my house without the aid of a wheelchair or walker. In recent months, I have suffered several falls and required ambulance attendance and hospital admissions.</p> <p>As cars currently park on the footpath, it is often impossible for me to leave my home as my pedestrian gate is obstructed. I often experience difficulty in using the footpath near my house which forces me to get on the road. As I am low down in my wheelchair, and very slow, I have often felt unsafe as I am not visible to oncoming traffic. Even when cars are parked to the edge of the curb, I often have to negotiate mirrors, angled tyres and other obstructions from protruding vehicles.</p>

<p>A local resident was recently observed pushing an empty wheelchair up and down the street, which does not demonstrate the difficulty that someone in my position has in navigating entry/exit to my own property, when a car is parked on the footpath outside my home.</p> <p>I strongly urge Council not be swayed by the residents opposing it's own recommendations, which you have a legal responsibility to uphold and would be liable in the instance of an accident. Our footpaths should be free of cars so all pedestrians can safely get around no matter our age or circumstances.</p>
<p>1. Parking on the North side is in rhythm with the direction of the one-way traffic (-&gt;). 2. It's easier to pull out to the right than to the left!</p>

Respondent Comments for Option 3 – staggered parking arrangement
<p>Long overdue for safety and accessibility. Happy to be park of decision making for parking permits and road trees.</p>
<p>I am writing to SUPPORT the proposal to alter parking and provide a safe footpath. In particular the staggered parking option....I think that is a brilliant way to provide some parking without making the one way street a race track for cars coming from Punt Rd looking for a quick way to avoid traffic.</p>
<p>This is a terrible outcome for residents without off street car parking. There now also needs to be 1. strict restrictions on parking for non-residents and 2. some sort of arrangements to ban hospital workers from parking in the street and taking up spots.</p> <p>For the record this is another terrible decision by the City of Stonnington who appear to be jumping at shadows and wasting precious resources..</p> <p>We have lived here for many years (including whilst our children were young and in prams) and not once have we been made aware of/received complaints from others or neighbours surrounding accessibility issues for the said groups of people named in your letter.</p> <p>The fact you are also removing trees is terrible and options should be put forward to improve the amenity of the street.</p> <p><b>On a final note...you are actually going to create a much more dangerous situation for residents because the street will now be used as a thoroughfare by impatient drivers (including trucks) on Punt Road looking to cut through to either Toorak or Commercial Road. As a matter of urgency can you please confirm the safety arrangements that will be put in place to stop this happening.</b></p> <p><i>*Council officers advised the resident that any relevant safety arrangements would be considered once the parking arrangement was formalised. The following comments were also received.</i></p> <p>The safety and traffic considerations should form part of the original design and submission from the get go.</p> <p>Its crazy that we seem to be solving for a minority (which is a questionable issue in the first place) without any regard to the problems that it will create for the majority.</p> <p>Presumably we will all be notified shortly of the outcomes and the timing of the consultation period for the installation of appropriate safety measures, improvements to street amenity (given removal of trees) and parking restrictions for non-residents using the street for their personal parking needs whilst working at the hospital or using Fawkner park..</p>

I agree with less parking so more cars and pedestrians can drive/walk down the street, however at the moment with the way it is, it does not work for pedestrians. But I still want to keep as much parking as possible. Thank you!

1. Permits are routinely sold/leased to allow non locals to use parking. Hospital workers etc. I have encountered this dozens of times.

- I think ALL permits should be issued with drivers license matching permit address. Only cars with permit address matching license plate/number. Simple fix surely? Sale or rental of permits result in cancellation of permit.

2. People who are fortunate enough to have their own parking must use it.

- People who have car parks that have removed ON-STREET parking must use their own car parks. Many of my neighbours never use their car park, they park 2 cars on the street, minus the use of the driveway. Effectively that is 3 on-street parking lost per household.

3. Recommend that people without car parks park in front of their property

- Recommended but not enforced.

Albion street is an absolute shambles. It is completely unworkable and a total hazard even without a baby pram.

The parking situation has created a real feeling of frustration with neighbours, but I think at least half of the traffic congestion can be relieved with above measures.

*\*Additional comments below from another residents at the same address. Only one vote counted for this property*

1. My preference is for Option 31 - Parking to be the Staggered parking.

Crossovers and on-site parking:

2. An important consideration is that a number of residents have car parking spaces within their properties together with a crossover. Council should require that in this case, residents park their vehicle on their own property: in their carport, garage or driveway where applicable. From my observation many occupants do not do this, and park on the street, while their own car parking space on their premises is vacant. If this was enforced, residents who do not have car spaces within their property would have additional street parking opened up to them.

Please refer to this City of Stonnington document below "Vehicle Crossing Policy:"

<https://www.stonnington.vic.gov.au/files/assets/public/planning-and-building/building/local-law-permits-building/vehicle-crossings/vehicle-crossing-policy.pdf>

Extract from 1.7 On-streetcarparking

"New or modified vehicle crossings are not permitted if they would cause a net loss of car parking spaces. On-street car parking spaces lost should be made up by spaces within the property of dimensions complying with clause 1.2."

Comment: if people are not using their own on site car space, there is a net loss of a car parking space because of the crossover granted to them.

Extract from 1.10: Redundant crossings

"A vehicle crossing that becomes redundant because of a change to the property it serves must be removed and any footpath, nature strip, kerb and channel etc made good to Council requirements at the cost of the owner at the time of the change to the property."

Comment: Crossovers should be removed, eg where a laneway has been privately acquired, and is no longer used for car parking or as an easement or carriageway.

Council must ensure that is obeying its own policy and guidelines.

2.1 Council do not easily grant planning permits that include a car space within the proposed property, due to property width/depth restrictions and the view that crossovers take up parking space.

Therefore, it is all the more important that the sacrificed street parking area created by a crossover be offset by mandating that owners park on their own property. This will avoid "a net loss" of an on-street car park. Otherwise a usable onstreet car park has been replaced by a crossover, inconveniencing those residents who rely solely on street parking.

The crossovers are already a traffic hazard due to pedestrians unexpectedly encountering a backing car. Hence property owners must first be compelled to use their own onsite parking rather than parking on the street. Further, owners of a second car should be permitted to park on their crossover, without penalty. Owners of a garage or parking space should be penalised if they park on the street rather than utilising their own space.

2.2 On doing an approximate count of "onsite "car parking spaces in Albion St (whether carport, garage or driveway space), there are approximately 26\* houses with crossovers on the North Side (between Punt and Moore St.) with on site car spaces. On the South Side there are only approximately 18\* homes with crossovers and car parking spaces on their property site. Please note I have not included the apartment blocks which presumerably have a car park for each apartment.

\* numbers are not exact as there are some crossovers that possibly were former easements and may no longer lead to private car parking spaces.

2.3 Council do not make it easy for planning permit applicants to be granted a car space within their property, due to property width requirements etc. and the view that crossovers take up parking space. Hence it is all the more important that the sacrificed parking area created by a crossover be offset by the car being properly parked in the car park on the relevant property. Otherwise a street car space has been replaced by a crossover, inconveniencing residents who rely on street parking. The crossovers are already a traffic hazard due to pedestrians unexpectedly encountering a backing car. Hence property owners must first be compelled to use their own onsite parking rather than parking on the street because it is easy. Further owners of a second car should be permitted to park on their own crossover, without penalty. Owners of a garage or parking space should however be penalised if they park on the street.

3. Another issue I have observed while a resident of South Yarra for approximately 10 years is that quite a few people "lease out" their visitor car parking permit for money. For example, I have observed people parking a car in Albion and other streets in the morning and returning to their car in the evening and driving off. There must be some way Council officers can investigate this misuse. Again this may help alleviate Albion St congestion.



4. I understand the need to comply with the Disability Discrimination Act. However there is also an obligation treat residents in a non-prejudicial manner, and to provide street parking for property owners who do not have a car park on their premises. Council's decision should not have the result that residents are left without a car parking space or face extreme difficulty finding one.

5. There could well be a decline in property values in a street where there was obviously inadequate street car parking . Hence Council must ensure there is no detriment to residents: providing a free (to residents) offsite Council car park should be considered, similar to the parking lots provided in Punt road.

6. I am in favour of Permit Zone restrictions. However this is not sufficient to offset the loss of so many car spaces. (19 car spaces lost In the case of Option 1). Council has an obligation to provide a free car park for those adversely affected Albion St residents who do not have an on-site car park.

I strongly urge Council to look at the issues above.

We would love the opportunity to be part of any decision making process with respect to permits, trees and general street beautification that comes as a result of these changes.

Permit Zone - Albion St to be "RESIDENTS ONLY" given the loss of 15 parking opportunities. Booklets of 24 hour permits to be available for purchase by residents for visitors; to replace variable permits which may be used or "bought" by non-residents.

I don't prefer any of the above options, however given I have to choose 1 option 3 is the one that makes only a small amount of sense.

*\*Additional comments provided by resident below*

I'm writing to advise you on our disappointment in councils' approach to street changes in Albion Street, South Yarra.

Also, to explain why the 3 proposed options are, by most residents of Albion Street, highly frowned upon and won't be supported.

For obvious reasons, 24hr permit zones makes sense without a doubt and we will support this outcome.

The safety of pedestrians & vehicles is highly compromised should council push on with any of the proposed options, encouraging a thoroughfare of vehicles entering Albion Street from Punt Road. Not to mention the safety of residents having to park their vehicle in neighbouring streets due to reduced parking spaces. Given the nature of how council have tackled the changes to date, we would like advice on how the safety of Albion street residents will be addressed.

The value of property is likely to be compromised, effecting council revenue significantly.

Given council have urban planning obligations, we also demand advice on how you're planning to plant new life in our street.

The removal of some car parking directly affects only a few residents who don't have designated driveways/car parks, which council have in the past, put residents through hoops to gain permits for driveways. Will you be making things less cumbersome for those who submit applications for planning and building?

To end, all options proposed are terrible and know that the only a minority are in agreement.

<p>Should council in fact request a vote from all residents for the below, I think you'll find majority go with Option 2&amp;3:</p> <ol style="list-style-type: none"> <li>1. Changes to Albion street parking</li> <li>2. No changes to Albion street parking</li> <li>3. Permit zone allocations into Albion Street</li> </ol> <p>I would like to know when council will start consulting with residents as a whole, not just a select few.</p> <p>I look forward to hearing from you</p>
<p>Please manage this so as to maximise the number of parking spaces. This reduction of spaces will create difficulty for many residents</p>
<p>Can the designated spots be marked with lines to ensure people parking properly.</p>
<p>Is there an opportunity to plant further trees in the areas where car parks are removed to compensate for those trees removed?</p>
<p>Please maintain the maximum number of carparks, even consider removing additional trees to gain some parks. The trees are not very nice anyway. Also, consider 'Shared Zone' regardless, on bin days prams must use road anyway.</p>
<p>Not entirely happy about the removal of trees but believe it will cause more inconvenience to have less parking spaces.</p>
<p>None of these are great. There is a shortage of car spaces now. If council made those with garages use them ie block of flats and limit permits per house to two it may help!</p>
<p>Even with the current 44 parking spaces I still sometimes find it challenging to find a park. Also the 1 metre on the pedestrian strip allows accessibility doesn't it. Perhaps enforcing this more might help?</p>
<p>Apologies for this being overdue, I have just received due to travel outside Melbourne. I commend Council for this initiative which will solve the problem at ____ which I brought to attention of Council in 2020.</p>
<p>We'd like to submit our vote for option 3 with 29 car spots (staggered). I would love to retain more trees but parking availability on Albion St is already too low for the current needs of residents and we'll need to keep as many as possible.</p>
<p>Many houses on this street don't have off-street parking (ours included) so keeping as much parking available to residents is of high priority ('yes' to permit zone). Due to the one-way street and similar neighbouring streets circling around trying to park will be horrible if parking gets reduced too far.</p>

#### Respondent Comments that did not indicate a preference

I am not able to support any of the (3) options. Please see attached comments.

I am not able to support any of the (3) Car Paring Options as outlined, as each of the Options will have a major impact on the health and well being of so many residents living in Albion Street. The proposal recommends the loss of from 15 to 25 car spots, based on the different Options.

The impact will be particularly harsh for those residing in the area from Tyrone Street to Moore Street with a proposal of 6 car parking spots, which is the same across all the Options. This is a loss of 9 car parking spots, where currently there are 15 car spots.

Each of the Options will also have a significant impact on the surrounding streets with congestion, and resident dissatisfaction. Residents in adjoining streets will have to compete with those who are coming from Albion Street trying to find a park in their adjoining streets. There is also a huge concern (as happens sometimes even now) as to where, or whether, a car spot can even be found.

<p>The idea of having to walk a long way in the evening in semi-dark or rainy, cold weather, is also of real concern from a health and safety point of view. Also, during the day if there are no carparks available how can child drop-offs be managed, plus taking shopping items etc. out of the car.</p> <p>I do understand the issues re pedestrians needing safe passage down the street, but then the Options that are proposed will only transfer this burden of safe passage to other residents living in Albion Street, who will likely suffer more distress and lack of well being as it could be a daily battle.</p>
<p>I reject all 3 proposed options because a thorough inclusive consultation process with all residents has failed to occur. Other options such as the status quo or street widening should be considered. A residents consultation meeting should be the start point to reach an optimal solution.</p>
<p>At the Council meeting Councillors agreed that residents be consulted. Putting forward the 3 options to residents that went Council is not a consultation process. We need to consider all options.</p>
<p>The road is paid for by car users, therefore cars are entitled to be parked nearby the person's home. Carparks should not be removed just so mummies can walk around with their 1.5m pram, that is what faulkner Park is for! (from email:) Please find attached my Parking Option Survey, which I explicitly oppose the removal of any carparks!</p> <p>Residents living in the street have a right to park their car nearby their home.</p> <p>Car owners pay a considerable price to register their cars with the government, where's Mummies and their 1.5 meter prams pay nothing and have a perfectly good park to push their prams around. I see no other reason why the road would be considered unsafe!</p> <p>Instead of removing carparks, just remove one side of the footpath and expand the road. Then the road would be wide enough for cars to park on either side without mounting the curb and cars to drive past.</p> <p>I find it absolutely deplorable that council members who pay themselves a good high six figure salary would try to rob the humble renters of their carparking space.  <i>*Also indicated a preference to leave the street as is</i></p>
<p>None preferred. The options above are disappointing and will greatly reduce the liveability of Albion Street. Residents need to be part of the conversation. Our proposed solution attached: Simply having a thin line painted (in any colour) on the footpath (1 meter distance from the fence) to indicate parking limits - so Albion street can stay in its original form as it's been for more then 40 years.</p>
<p>As stated in my email of 26 July 2021 to Mr McLauchlan, I believe it is premature to 'vote' on these three options before wider community consultation is undertaken and suggestions for further options, as invited, have been considered.</p>
<p>Proper consultation is required before residents can assess and agree best options.</p>
<p>No preference at this stage until there is full consultation with the residents of Albion Street.</p>
<p>I don't agree with above options. Been here 36 years and been able to park on both sides. Why not put a line along footpath 1 metre from fences.</p>

## COMMUNITY CORRESPONDENCE

As a result of the report at the Council meeting of 28 June 2021, and the consultation survey delivered 12 July 2021, a number of submissions were received from the community in regard to the proposals, and the impact to the community.

These have been grouped by:

- Comments from residents of Albion Street (*from Punt Road to Moore Street*)
- Comments from residents of nearby streets (*including residents of Albion Street east of Moore Street*)
- Suggestions for alternative treatments
- Comments regarding consultation process
- Correspondence received from residents of other narrow street in Stonnington that have been made aware of the Albion Street discussions

In some instances, some residents sent multiple items of correspondence. These have been grouped where possible, so that the number of separate residents who have contacted Council with comments is not misconveyed. Some of the below respondents also provided a response and comments to the survey (in Attachment 6).

In many cases where specific questions were asked, Council officers responded with information. These responses have not been included below, for brevity, and many of the queries are addressed elsewhere in the report.

Comments from residents of Albion Street
<p>I am a resident of Albion street south Yarra and am shocked to hear of the plan to strip the street of already limited parking.</p> <p>I am deeply saddened by the lack of consultation with residents and feel that the lose of parking spots will lead to significant distress for myself and my partner. Working shift work at a hospital, it is already difficult to find parking when we return home from work. I am afraid that changing the parking circumstances will lead to having to walk a long distance to my home, alone, late at night.</p> <p>Please halt the process at tonight's meeting and consult with local residents prior to proceeding with any changes.</p>
<p>I am opposed to the proposed parking changes on Albion St. There has been no consultation with the residents of the street, and the reduction of spots will mean parking will become even more difficult than it currently is.</p> <p>Please reconsider this process and and consult with the community</p>
<p>Councillors Hely, Griffin, and Koce</p> <p>As north ward councillors I wanted to specifically draw your attention to this matter.</p> <p>The proposed reduction in parking is of great concern to many of the residents in Albion Street. This is a 36% reduction in on street parking which is significant. There are approximately 27 houses in Albion Street which do not have any off street parking and this reduction in parking will leave us with 28 parking spaces. This is very tight and does not even consider those who may have 2 car households which is not uncommon.</p>

Additionally the surrounding streets are already congested with parking and will not be able to handle the overflow from those who will no longer be able to park in Albion Street and I do not think the proposal being tabled tomorrow night adequately addresses this matter.

Further the north side of the street is already obstructed by utility poles so removing cars parking on the footpath will still not provide adequate clearance for prams, wheelchairs etc.

Whilst information in the agenda items indicates council has been corresponding with residents in the street on this matter since 2018, I believe this may be with a limited few residents and does not represent an adequate consultation process for such a significant change.

I would urge you to vote against the proposal tomorrow night and recommend the establishment of a proper consultation process with Albion Street residents.

*(additional correspondence from the same resident)*

To better inform residents regarding concerns with the existing parking arrangements I think it would be useful if some data regarding complaints could be presented to residents as the consultation process commences. I understand that there are issues regarding confidentiality/privacy but think it might be possible to collate some data regarding the number of complaints received in say the past 12 to 18 months. Also number of different residents who have expressed some concerns regarding the current parking arrangements. This would help us understand the context of the concerns.

I know any change must be difficult, particularly in local government. I am a resident of Albion St South Yarra and received a petition to rail against any change to parking. I have thought about this a lot and would encourage you to adopt the proposed change. The current situation is dangerous, inconvenient and over the longer term unworkable. Cars dodging other parked cars and pedestrians having to walk on the main thoroughfare are some of the issues. Good luck with the decision and you have my support either way. Happy to speak to someone if required.

We are writing about the above item on tonight's council meeting agenda. We have only now become aware of this matter.

We are long-term residents of Albion Street and appreciate the recent ruling about cars needing to allow one metre gap between our residential fences and the car.

However, we are most concerned that the above agenda item recommends council approve a proposal to implement a staggered parking arrangement which would result in the removal of parking spaces and also trees.

This proposal is also of concern to many other residents.

We have seen that since the Argo Hotel was converted to apartments some of those residents park in Albion and Tyrone Streets. More recently when the Alfred Hospital acquired land adjacent to an apartment block in Punt Road, which is around the corner from Albion Street, we have noted some residents now park in our street.

We have not been consulted by council and hope that councillors will not make a decision to proceed with the proposal until such time all residents are given the opportunity to provide their input.

Dear Polly,

while I am disappointed that a decision on 14.9 "Albion Street South Yarra - Footpath Accessibility" has been deferred for several weeks, I appreciate that you have noted that accessibility issues due to cars parked on our footpaths will be addressed.

If you are available, I would welcome the opportunity to take you through our street and to point out some of the concerns we have for those residents (elderly, wheelchair/mobility users, the visually impaired, parents with prams, kids and pet owners, etc) who find it difficult to traverse our street without having to disembark footpaths blocked by parked cars and negotiate oncoming traffic.

I do understand that a few vocal residents have concerns about some loss of on-street parking and the removal of a few relatively recently planted trees, however it is imperative that accessibility and safety does not take a back seat, as it has since a 1997 Council decision that has seen the implementation of two-wheel up parking on footpaths.

I look forward to hearing from you and thank you again for taking this matter seriously.

A big thank you to Stonnington Council for the letter drop this week to residents in Albion Street South Yarra.

The statement that indicates Albion street will soon have safe pavements for residents and other pedestrians to use free of parked cars is wonderful news.

So a big thank you to all Councillors for supporting people's safety before car parking.

The matter of proposed changes to kerb parking in the City of Stonnington (see page 109 of the report on Stonnington Council's most recent meeting) is not merely a matter for residents, but for owners/landlords as well.

These changes, in reducing parking spaces, will severely disadvantage them in terms of rentals and property prices.

It is incumbent upon you to instruct Council officers to notify and consult ALL interested parties - parties with an "interest" in this matter. This includes all owners/landlords of properties in the following streets.

<b>South Yarra</b>	<b>Toorak</b>	<b>Prahran</b>	<b>Windsor</b>	<b>East</b>
<b>Malvern</b>	<b>Armadale</b>	<b>Chadstone</b>		
Alexandra St, Avenue	Canberra Rd Stuart St	Bayview St Melrose Ave	Ann St	Donald
Alice St Ave	Turnbull Ave	Florence St	Cyril St	Karma
McKillop St Medley St Phoenix St Wilson St		Pridham St Wrights Terrace	Mary St Nathan Place	Warida Ave

Residents in the area who are not owners of property there, can relocate if they do not like the outcome of consultations. Furthermore, residents who do not have a long term interest in the area are far less likely to have a meaningful opinion on the matter, or participate actively in consultations.

*(additional correspondence from the same resident)*

As the owner of a property in Albion St, South Yarra, I have just received a letter from Council explaining that they are concerned about the "ongoing safety of pedestrians having to walk on the road because of vehicles on footpaths". As a consequence they propose banning this style of parking.

Parking Infringement notices are already being issued to vehicles not deemed appropriately parked.

Many people question that claim, made in relation to Albion St.

However, could I have your guarantee that the safety of ALL Stonnington Residents will immediately be taken into account and this style of parking will be banned, with parking infringement notices issued forthwith to any vehicle in any Stonnington St similarly exceeding the present acceptable pavement space required?

If not, the question must be asked, what is different about Albion St, South Yarra.

I would like your answers in writing to me please.

*(additional correspondence from the same resident)*

Thank you Polly.

I have now had more time to consider your letter and discuss its contents with some residents of Albion St.

I must reiterate Polly, I am very familiar with the Victorian Road Safety Rules 2017 and nowhere in them can I find any reference that suggests they either prohibit or promote onkerb parking. Could you please supply this reference?

I - and many Albion St residents - believe the Council's 1997 decision to allow onkerb parking is legal and well-considered. It is the decision's **application** with which we take issue.

Conversely, we have a great deal of sympathy with complaints of vehicles blocking pedestrian access. We are all pedestrians. I too have used both mobility aids and a child's buggy in Albion St.

Residents have long asked for parameters for kerb parking to be set, signposted and clearly marked in Albion St. Their requests have been largely ignored. As a consequence, the maximum benefits of onkerb parking have not always been enjoyed and we find ourselves in this position.

It was only in May this year that residents alone were advised of these parameters. However anyone else - visitors to the street, trades and delivery drivers etc. - are still in ignorance of them. They cannot be expected to observe rules they do not know.

Even considering the special historic nature of Albion St (which the DDA does in its "advice"), it is not unreasonable to expect the Council ensure onkerb parking fulfills the DDA's minimum requirements - a path of travel with a minimum width of 1000 mm and passing spaces at regular intervals (e.g. crossovers).

This is demonstrably achievable\* and is now being enforced by Stonnington's Parking Infringement Officers. (\*Please see my attachment 1 - a photo taken just this morning.)

This enforcement must now be supported with appropriate signage and street marking. Without it too, the Council also leaves itself open to litigation for wrongful infringement notices, a claim for which ratepayers - not Council officers - will ultimately pay.

It is a betrayal of ratepayers' and residents' trust, many of whom have bought and/or live in Albion St - and other streets with onkerb parking - in the belief that this parking - initiated by Council and in practice for more than 23 years - was reliable. These residents do not see adequate street parking as an entitlement but one of inclusiveness and consideration. They certainly do not presume street parking, either onkerb or off, will necessarily be outside their residence.

I doubt if there is any driver who would prefer to park with even one wheel on the kerb. However, Albion St is an old and narrow street and this is the most practical solution - another DDA consideration. Properly managed, it does not pose safety issues. Maximised onstreet parking is not merely a matter of convenience but very often a matter of safety for residents.

Of course there are residents who have onsite parking. Those without it are *exclusively* those in small but historic period homes built without parking provision or with provision inadequate for today's vehicles. A great deal of time, money and passion has often been spent on these homes to breathe new life into them whilst retaining their architectural integrity.

Onsite parking which complies with Council's standards (5.4 metre depth) can only be achieved by destroying these homes and building modern ones to meet the parking standards.

Reduction of onstreet parking will lead to eventual destruction of the area's historic charm.

Is this really what Stonnington Council wants?

Your Shared Zone suggestion for Albion St certainly merits discussion. We note other shared zones - in South Yarra of course - but in other municipalities too. We also note the reticence of Vic Roads due to the turn off from Punt Rd. One likely way to avoid that would be to change the traffic direction in Albion St so there is no turnoff. Another is to start the shared zone a little further in to Albion St giving vehicles a chance to slow right down before proceeding along it. The safety considerations - apparently resolved in a shared zone - are much the same as those in Albion Street's current situation.

The task entrusted to Councillors, by voters, is not to simply rubber stamp proposals put to them by council officers but to subject them to sharp scrutiny and diverse community opinion. (Otherwise Council could simply operate as a bureaucracy, under an Administrator.) The three options proposal given to residents on Albion St proposal does not, in any way, meet this criteria.

Polly, few would argue this is not a difficult task and I sincerely respect the thought and effort you are putting into resolving this problem in Albion St,. Of course, if a decision is made based on some perceived but as yet undefined legal requirement, it will have ramifications for all Stonnington streets with onkerb parking, plus those others that are unable to meet DDA minimum requirements for pedestrian access on pavements.

Power Poles (see my attachment 2) certainly do not comply with these minimum requirements, in Albion St and many others

*(additional correspondence from the same resident)*

Dear Ian,

Thank you for your reponse on the "legal basis of officers recommendation regarding Albion Street" - which is to abandon kerb parking there. However, you have not provided me with the appropriate rule on this matter. I have therefore sort confirmation of it from Road Safety Victoria and it is, as I thought:

Rule No. 197 of the Victorian Road Safety Act 2017

*197 Stopping on a path, dividing strip, nature strip, painted island or traffic island (1) A driver must not stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area, unless— (a) the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules;*



Further, Road Safety Victoria **confirms** what was written in the 1997 Stonnington Council document tabled in support of the Council's decision to allow kerb parking. This was submitted by the Council's then General Manager of Planning and Development, Stephen Sabbatucci, and authored by Ian Waldren Parking Manager at the time when - I believe - you were Transport and Parking Manager.

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*Further, the Council retains prosecutions as a core function, with the ability to waive infringement notices through established appeal procedures. Regulatory staff are currently working with the new contractor to identify streets where problems have been identified and avoid unnecessary issue of infringement notices.*

*In relation to parking partially on footways the following streets have been identified. Bayview Street, Pridham Street, Wrights Terrace, Albion Street, Phoenix Street, Medley Street, Alexandra Street, Wilson Street, Elise Street and Florence Street. In relation to vehicles parking in the opposite direction to traffic flow in residential streets, Council officers have been aware that from time to time in the Prahran/Windsor area, vehicles have parked in the opposite direction. These parking events have tended to be few, and Council's previous enforcement staff responded to complaints and issued PIN's accordingly.*

**LEGAL AND ENFORCEMENT ISSUES** *Both traffic regulations are statutory requirements established by State Government Act, which Council has no power to vary. The current practices established for many years are based on discretion of officers not to prosecute.*

Road Safety Victoria's advice to me today is to

1. Seek compliance of this rule No. 197 which is for Stonnington Council to provide appropriate signage regarding kerb parking in the streets where it is practiced.
2. Failing this compliance, and in order to ensure Stonnington Council adheres to the State Government Act, the matter should be taken to the Victorian Ombudsman.

On the issue of Disability access along pavements where kerb parking is allowed in the City of Stonnington: it has been clearly demonstrated that Disability access of 1000mm is provided as long as drivers know the rules of kerb parking, through Council information.

The Council has already provided that to residents in Albion St, South Yarra, in a letter of 3rd May 2021 from Parking Service Coordinator, Charlotte Willis.

However, it is not only residents who park in Albion St, so the need for signage still needs to be met.

The Council has not provided it to residents of all the other streets where kerb parking is allowed, nor provided signage.

I will now also include here the Human Rights Commission's own publication - in Question and Answer form - on the matter of pavement access for the Disabled. I am providing the full copy of it - for your convenience - plus the linkage to it.

[https://humanrights.gov.au/our-work/disability-rights/frequently-asked-questions-access-premisesDisability and Discrimination](https://humanrights.gov.au/our-work/disability-rights/frequently-asked-questions-access-premisesDisability%20and%20Discrimination)

*In general local government authorities are responsible for footpaths.*

**Who can a complaint be lodged against?**

*Complaints could be lodged directly against a local government authority if it is responsible for the footpath. A complaint could also be lodged against the person or organisation directly creating the access barrier.*

*In addition a complaint may be possible against the local government authority responsible for the footpath under section 122 of the DDA if it could be argued that the authority was 'permitting' barriers to access by failing to ensure the footpath is clear.*

*The question of whether or not a local government authority is permitting discrimination would require some evidence they actually have the authority to address the problem.*

*Any person or organisation subject to a complaint may have a defense if the removal of the barrier would result in an unjustifiable hardship.*

#### **What is an accessible footpath?**

*In 2011 the question of what is and what is not unlawful discrimination was clarified in relation to access to buildings through the adoption of the Disability (Access to premises – buildings) Standards 2010 (Premises Standards).*

*The Premises Standards set out the minimum technical requirements for access to buildings sufficient to meet obligations under the DDA.*

*So, for example, in relation to passageways within a new building an owner can be confident that if they provide a path of travel with a minimum width of 1000 mm and passing spaces at regular intervals they will be fulfilling the minimum requirements for compliance with the DDA.*

*At this stage, however, the Premises Standards only apply to buildings covered by the various building classifications found in the Building Code of Australia. Public footpaths do not have a building classification, so while they covered by the definition of 'premises' they are not subject to the Premises Standards, but remain subject to the general non-discrimination provisions of the DDA.*

*This means that there is no mandatory minimum technical compliance standard under the DDA that can be referred to in relation to footpaths.*

*While the Commission does not have the legal authority to make determinations on what is and is not unlawful discrimination it can provide advice to assist people to avoid discriminating.*

*This advice concerning footpaths draws on material found in Australian Standards 1428 parts 1 and 2 and overseas guidelines and standards and represents what the Commission considers to be good practice.*

*For example, the advice draws on Figure 2 of AS 1428.2 that shows the minimum width required for 2 people using wheelchairs to pass each other is 1800 mm.*

*In providing this advice the Commission is not saying that compliance with the DDA can only be achieved by providing footpaths this wide, but rather a footpath of this minimum width would provide amenity for all users, especially in areas of high pedestrian traffic such as High Street shopping areas, and would likely avoid the possibility of successful complaints.*

*The Commission notes, however, that topographical issues, historical practices and local conditions will affect the capacity of local government authorities to achieve this level of good practice in all circumstances.*

*A footpath should, as far as possible, allow for a continuous accessible path of travel so that people with a range of disabilities are able to use it without encountering barriers.*

*While a footpath necessarily follows the natural topography of the area, in the best possible circumstances a continuous accessible path of travel along a footpath should:*

- *Have a gradient of no steeper than 1 in 20*
- *Have a cross fall of no steeper than 1 in 40*
- *Have kerb cuts with appropriate kerb ramps*
- *Incorporate appropriate Tactile Ground Surface Indicators where necessary to ensure adequate safety and orientation at street crossings*
- *Have a pedestrian zone with a minimum clear width of 1.8 metres at the narrowest point and a minimum clear height of 2 metres with nothing encroaching into that envelope*
- *Be as smooth as possible without raised or cracked paving or tree root damage*
- *Have a slip resistant surface during dry and wet conditions*

*In addition the Commission is of the view that the continuous accessible path of travel should extend from the property line with no obstructions or projections in order to provide the best possible guidance line for all users including people with a vision impairment.*

*The Commission encourages local government authorities with responsibility for footpaths to develop policies that reflect this good practice, however, individual authorities must make their own decisions on how to proceed based on the needs of local communities, local conditions, historical practice and any unique heritage or environmental issues.*

*Yes. Premises covered by section 23 are not restricted to new buildings, or buildings constructed since the D.D.A. was enacted. It may, however, be easier to show that altering existing premises to provide non-discriminatory access would impose unjustifiable hardship than to justify lack of non-discriminatory access in new premises.*

***Can the Commission grant exemptions or dispensations from responsibilities under the Disability Discrimination Act (DDA) or the Building Code of Australia (BCA) in relation to building access?***

***Two sets of law covering access to buildings***

*There are two types of law that cover access to buildings and facilities within them, the Building Code of Australia (BCA) and anti-discrimination law such as the Disability Discrimination Act 1992 (DDA). In most States and Territories there is a similar anti-discrimination law covering access to buildings.*

*Compliance with the BCA does not necessarily mean the building complies with the requirements of the DDA or State and Territory anti-discrimination laws.*

***Complaints of discrimination***

*If an organisation or business operates out of a building that does not provide equitable access for people with disability they may be subject to a complaint of discrimination, even if the building complies with the BCA.*

*If a complaint is made to the Australian Human Rights Commission, the Commission is responsible for attempting to conciliate an agreement between the parties. If a conciliated agreement is not possible the complainant can take their complaint to the Federal Court or Federal Magistrates Court.*

***Defences of unjustifiable hardship***

*An organisation or business might be able to successfully defend itself against a DDA complaint if it could show a Court that providing access would cause an 'unjustifiable hardship'.*

*A Court would consider many issues when considering a defence of unjustifiable hardship including those of cost, technical difficulties, use of the building and the effect the proposed changes might have on particular heritage features.*

*The question of whether or not a defence of unjustifiable hardship exists can only be determined by the Federal Court or the Federal Magistrates Court.*

**Power to grant permanent exemptions or dispensations**

*The Commission is happy to provide advice on the application of the DDA to buildings and the unjustifiable hardship provisions, however, it cannot grant permanent exemptions or dispensations from responsibilities under the DDA on the grounds of unjustifiable hardship, the authority to do that rests with the Courts.*

*It is not appropriate, therefore, for a Council or for a building certifier to make an approval for development conditional on the Commission granting an exemption for unjustifiable hardship.*

**Power to grant Temporary Exemptions**

*The DDA allows the Commission to consider applications for Temporary Exemptions from the DDA for up to five years. However, the Commission uses this power to provide protection from complaints while organisations and businesses are in the process of fixing an identified access problem.*

*For example, a business might say that they have plans to do major renovations in 18 months time at which point they will address access problems. The business might seek a Temporary Exemption for example for 18 months on condition that they address access problems during the period of the temporary exemption.*

*The Commission has not used the Temporary Exemption power to grant a permanent exemption or dispensation because of an unjustifiable hardship claim.*

*levels of access being provided to achieve best practice, to meet the requirements of a particular equity policy, or to better meet the standards of the DDA.*

**Appeals against the requirements of Access Policies or DCPs**

*The Commission has supported those Councils who have developed an Access Policy or DCPs to try and overcome inconsistencies between the BCA and the DDA.*

*However, the Commission also believes that Councils need to develop clear processes that allow developers to appeal against the additional requirements if they believe it would be too onerous. If an access feature is not required by the BCA, but is required because of a Council's Access Policy or DCP, an appeal should not be made to the Commission but rather should be made to the Council, asking it to exercise discretion in the application of its policy.*

*A Council may decide to allow a development, even though it is not fully compliant with the additional requirements of their Access Policy or DCP, because it believes the requirement would be too onerous.*

*The Council would only face a liability if their decision was proved to have been wrong following a successful complaint against the developer.*

*The Commission believes that Councils are in the best position to make those judgements and that while the Commission is happy to offer its advice on the application of the DDA to buildings, Councils should not refer developers to the Commission for some form of 'determination' or 'certification' which it cannot give.*

*The best protection for Councils exercising the authority they have is to have a clear appeal mechanism and to vigorously assess any appeals.*

**Achieving greater consistency between the BCA and the DDA**

*The Australian Government is considering proposals for a Disability Standard on Access to Premises (Premises Standards) which would be formulated under the DDA.*

*The proposed Premises Standards would harmonise the requirements of the BCA with industry's existing obligations under the DDA, thus providing certainty to developers, certifiers, building owners and others, that compliance with the BCA would also mean compliance with the DDA in relation to new building work.*

*Acting in accordance with the Premises Standards would be a defence to any complaint under the DDA in relation to the matters covered by the Standards.*

There is still the matter of parking over a crossover of which I complained. This is the response, again from Parking Services Coordinator, Charlotte Willis.

*Council has historically used their discretion to allow residents to park in front of their own driveways.*

*Enforcement of Road Rule 198 is generally only conducted in instances where Council has received a complaint from a resident about their driveway being obstructed.*

Again, I submit the following reference in the Victorian Road Safety Act 2017.

*Obstructing access to and from a footpath, driveway etc.*

*(2) A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless— (a) the driver— (i) is dropping off, or picking up, passengers; and Authorised by the Chief Parliamentary Counsel Part 12—Restrictions on stopping and parking Road Safety Road Rules 2017 S.R. No. 41/2017 255 (ii) does not leave the vehicle unattended; and (iii) completes the dropping off, or picking up, of the passengers, and drives on, as soon as possible and, in any case, within 2 minutes after stopping; or (b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Rules. Penalty: 3 penalty units. Notes 1 Adjacent land is defined in the dictionary. 2 A driver stops on or across a driveway or way of access if any part of the vehicle is on or across the driveway or way of access—see rule 350(3). Example Blocking a driveway In the example, the vehicle marked with an "X" is stopped in contravention of subrule (2). (3) For this rule, a driver leaves a vehicle unattended if the driver leaves the vehicle so that the driver is over 3 metres from the closest point of the vehicle.*

My primary concern, however - as I am sure you are by now aware - is that this June 2021 Proposal - to abandon kerb parking in Albion St, South Yarra - is vexatious, inappropriate, discriminatory toward Albion St residents and based on the incorrect premise that it is illegal and contrary to the Disability and Discrimination Act. There are, of course, many other streets where kerb parking is practiced and allowed in Stonnington, but they have not been included in this Proposal.

I trust all the matters I have noted here will be taken into serious consideration in any attempt to pursue this Proposal made at the June 28 meeting of Stonnington Council.

Councillors have now voted to support a petition for Consultation with residents.

*(additional correspondence from the same resident)*

Let me be clear... there is absolutely no problem with wheeling a chair or a buggy or anything else down Albion St with cars parked appropriately on the kerb. Clearance of 1000mm is the minimum recommended by the Human Rights Commission for disability access and that is easily provided in Albion St. Power poles are another matter as they leave only 860mm of pavement for pedestrian or wheelchair access. As you know I have already provided you with photos but I will include three here - again. Note, these photos are showing a wheelchair beside an appropriately parked car, beside a poorly parked car and another beside a pole.

If you are receiving complaints about cars kerb-parked inappropriately, it is because of Council's stubborn refusal to provide signage or pavement markings or both, informing drivers of the pavement width that must be left/kerb width available for parking. Albion St residents have been informed in a letter from Council's Charlotte Willis (May 3, 2021) and are parking appropriately but residents change and there are visitors to the street who also need this information.

My latest email to you details the Victorian Road Safety Road Rules 2017 - Rule 197 - and your statutory requirement to provide a parking control sign. I will repeat that here too:  
*197 Stopping on a path, dividing strip, nature strip, painted island or traffic island (1) A driver must not stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area, unless— (a) the driver stops at a place on a length of road, or in an area, **to which a parking control sign applies and the driver is permitted to stop at that place under these Rules;***

Dear Matthew,

I am writing to you as a resident of Albion Street, South Yarra and mother of two young children. Yesterday, Cr Morgan attended Albion Street and I was able to communicate the grave safety and accessibility issues that affect me and my young family on Albion Street.

The key safety and accessibility issues are highlighted by the following:

1. Over the past nearly 3 years, I have been forced onto the road with my pram and my children/baby because of vehicles parked on the footpath.
2. There have been several near misses where I, and my children in the pram, have nearly been mowed down and killed on Albion St.

I invite you to come to Albion Street where I can show you first-hand and discuss further.

In response to your email, I am submitting the following for your acknowledgment and response. Please advise me if this correspondence needs to be provided to someone else for response.

I have been made aware by the Mayor's Office that the Council report has been deferred for three cycles to allow consultation with residents.

1. Consultation Process to include Council meeting with Residents

I request that the consultation process includes an initial meeting of residents with Council as a critical step in the process and building trust with residents.

Whilst in some of the direct correspondence I have received from Council and Councillors it has been stated that a consultation process will take place the correspondence suggests the proposals are a long way down the process and the tone would suggest there doesn't appear to be much appetite to consider alternate views. Given that the majority of residents have not been notified or consulted in what has transpired to date the process undertaken by Council needs to be transparent and show a true desire to facilitate community consultation.

My request supports requests from a number of fellow Albion Street residents who believe a meeting with Council is a vital part of the consultation process. I believe they are yet to hear back on the request.

It is a very simple process to set up a zoom meeting to enable community consultation and demonstrate that the Council is committed to this.

2. Consultation

I note with interest your comment around "deferring the matter at tonight's meeting to enable further engagement with the community on this matter".

A. In relation to this comment re: further engagement, can you please provide details on what consultation has occurred to date, the nature and with whom?

*Please note that of the residents I have talked to none were notified by council or have been involved in any consultation process to date.*

B. Also it would appear that three options have been progressed by the Council. Have these options been considered by council only? Or has there been consultation with some residents to arrive at these three options? And, if so with whom?

C. Are you including residents in neighbouring streets in the consultation process given the potential negative impact on their carparking situation given there will not be enough carparks to meet the needs of Albion Street residents and neighbouring streets will be impacted?

### 3. Complaints

I note your reference to 'a number of complaints from pedestrian whose access has been obstructed by parking'.

A. Can you please provide some details on the 'number and nature of the complaints'. The word 'pedestrian' implies one. Are these residents or general pedestrians? Are these complainants impacted by the loss of carparks or do they have off-street parking and therefore not impacted?

### 4. Problem Statement(s)

A. Can you please provide detail on what problem(s) is the Council trying to solve as it is not clear from your email.

### 5. Proposal 3

A. Does the permit parking associated with this proposal only apply just to those residents living in Albion Street with no off-street parking or will all residents of Albion Street be given permits to park on street?

B. Would the removal of more trees provide more parking spaces?

C. What footpath width is the council intending to achieve with the third proposal supported by the Council?

### 6. Proposal 3 - Council's solution to the following issues that arise

A. What is the Council' solution in terms of where residents will park cars given there are less carparks available? Where have you planned for those cars to park? Are you expecting residents to park in alternative streets and if so, what streets have you mapped out as taking the overflow in the proposal the council is advocating for?

C. What is the Council's solution for Albion Street residents who are elderly, have mobility issues and/or have prams and small children etc that now may need to park in another street away from their house due to the loss of 34% of car parks in the street

D. What is your solution in the cases where residents with off-street carparking park on the street to hold a carpark for a second car taking away a car spot for residents without off-street parking? This is tolerated at the moment but with reduced parks this will become untenable.

### 7. Councils treatment of /implications for other narrow streets in Stonnington

I note on page 111 of the Council papers that the Council is investigating other narrow streets in the municipality.

A. Why has Albion Street been singled out as first as part of this process?

B. What streets are you investigating, at what stage are you in the process (e.g: proposal), what is the process you are undertaking and what is the timing?

### 8. Alternative Proposals

A number of alternative options exist that haven't been mentioned. I wish to have these considered as part of the consultation process:

- A. Signage notifying anyone parking down Albion Street of the requirements in relation to parking with two wheels on the kerb
- B. Running a footpath on one side of the street only to enable cars to park on both sides
- C. Elimination of more trees as part of proposal 3

#### 9. Testing and Trialing options

Why has the Council never tested simple and less expensive methods of improving the combined resident parking and pedestrian needs, including:

- A. White parking markers. This has never been trialled on Albion Street to see to what extent this can improve parking part of the footpath
- B. Signage on the street regarding the requirement to park 'x' amount from the footpath. There has never been any signage. There are a lot of non-residents that park down Albion Street so would not be aware of requirements. E.g: Alfred Hospital staff, people shopping on Chapel street, people going to Fawner Park.

*(additional correspondence below from same resident)*

Dear Ms Weatherill

I am contacting you as I am concerned about the consultation process that the Council is undertaking with regard to Carparking Options - Albion Street. It appears to be rushed, cursory and lacking in transparency in the way it is being conducted.

At the Council meeting of 28 June where the Council report was deferred for three cycles to allow consultation with residents, it set expectations that the community would be included in a consultation process that would be genuine in nature, respectful to residents and enable residents to have a voice and input into the biggest impact on the street in over 20 years.

Instead, today (12 July) I received a letter providing three options with regard to carparking arrangements to complete a survey on and I have the following concerns:

- Lack of education for residents to understand the situation fully - no formal meeting has been made available for residents to talk to the Council to understand the situation fully and what has caused this change after 20 years
- Lack of consistent and transparent information - the options don't clearly articulate the loss of carparks. The options provide detail on the trees retained and trees removed at the top of each option, however, the same information is not provided for carparks removed so residents have to calculate this information for themselves. Why is there an inconsistency with the transparency of information? Is it deliberate?
- Inconsistent information: The car park losses in the proposals don't correlate with the proposals in the papers of the Council Meeting of 28 June. Has proposal 3 changed?
- Letter Proposal 1: Loss of 19, Council Meeting Proposal 1: Loss of 19
- Letter Proposal 2: Loss of 25, Council Meeting Proposal 2: Loss of 25
- Letter Proposal 3: Loss of **15**, Council Meeting Proposal 3: Loss of **16**
- Hasty request for responses – Residents are only given 2 weeks to respond. For most residents this will be the first time they are aware of the situation. This seems significant haste given the time Council would have spent putting these options together.

There has been no consultation and no opportunity for community input into the development of options to resolve the problems the Council is trying to solve. Indeed, there has been no opportunity for Albion Street residents to refine or improve the proposed options or help develop or come up with alternative options for consideration.



All that has happened is that the Council has formalised the three proposals they have already come up with and presented at the Council meeting of 28 June.

A number of residents have been contacting Council contacts to request an initial meeting as part of the consultation process and have not received a response in relation to the request.

It would appear the actions taken by Council are purely to support the administration actions taken to date by the Council and would appear to be final.

It is a very simple and quick process to facilitate via zoom a meeting with residents and Council so I can't see justification for the Council not facilitating a meeting to enable discussion and input. Unless of course it is a fait accompli and the Council is purely ticking boxes with the letter of 12 July. Please correct me if I am incorrect.

We must be consulted, there are numerous logical and easy alternatives to the so called problem on the street. Letters said to be delivered have not as this proposal is new to us all, except to the few residents making up problems that don't exist because of elitism. We will fight this every way. Talk about safety, what about our safety when we have to walk 3 blocks from our house when we cannot find parking in Albion Street?

*(additional correspondence below from same resident)*

**Subject:** Proof that people like walking on roads around Stonnington, not because they are forced to. #1 Argo St Walker/26-07-21

Even if Albion St, had one-side parking only, like Argo St, people will walk on the road. With people aware of the kerb parking and it's conditions (like visitors to Albion St), through signage and a line on the footpath, compliance will be 100% and any lack of access/any safety concerns, would be eliminated.

*(photo removed)*

If you do not immediately follow a consultation process and get back to me by the end of the day I will be lodging an application with VCAT regarding Albion Street.

Why would you not simply shorten the footpaths by 300mm (the width of a tyre) and make it illegal to park on the footpath?

Make one footpath thinner than the other like many other roads in the area (Anchor Place 3181) for instance?

So many easy alternatives but you listen to a few entitled residents.

After Lockdowns, businesses stretched to breaking point. How can you put Albion Street residents under more Mental Health issues?

Yes Matthew there are lots of possibilities if we were all prepared to compromise

We all understand that pedestrian safety is critical and must be given appropriate consideration

Once again I appreciate how you have been prepared to listen to the idea of proper consultation

I am a long-time resident of Albion Street, South Yarra, and am writing to express my concern at the proposal being considered by the City of Stonnington Council to remove many of the street trees and car parking spaces in Albion Street.

I understand it is proposed that many trees and car-parking spaces will be removed and that 'staggered parking' will be provided in the street. I have not been able to discover clear reasons for this proposed drastic course of action.

If this proposal is implemented it would go completely against previous intentions of Council for greening of the environment, for making a more pleasant streetscape, and for limiting the demand for on-street residential parking by requiring all developers to provide adequate off-street parking. I have been a resident of this street for more than forty years. In that time the residents have worked cooperatively with previous Councils, so that some small trees have been planted to soften the streetscape while still giving careful attention to car parking requirements. The residents have previously been involved in the decisions made about this, compromises have been made, and an agreed solution found.

However, it seems that this solution is now to be discarded suddenly without involving consultation with residents. The reasons for the change should be given and other options to solve perceived problems should be investigated. I have certainly not been consulted on this plan and have heard of it only now, although I understand it is to be decided by Council tomorrow night.

I am therefore requesting that full consultation be conducted on this proposal before a decision is made by Council.

By now Stonnington council would have received numerous emails/letters from majority of concern residents from Albion Street in reference to the 12 July Car Parking Options which was proposed for Albion St.

In support of \_\_\_\_\_ being our representative in the Albion St Parking matter, we would like to re-iterate and point out the below items. We have bcc'ed other Albion St residents with re to this email/ matter who form the majority of concern Albion St residents.

1. First and foremost, We the **majority of concern residents from Albion St fully support** the accessibility and safety issue for people with prams, those with a disability and the elderly having to navigate around parked cars. We take pride and applaud our council for making this a priority for those effected. FYI, in the last weeks, cars that are parked on Albion St have all observed the 1m ruling and it just shows that compliance can easily be observed and respected when communicated clearly. Sample pics attached.
- 2.
3. We the **majority of concern residents from Albion St** propose an alternate solution to the current car parking options of 12 July (signed off by Peter Kyrklis Transport and Parking Co-ordinator) purely for **safety, commercial, legal** and **legislative** reasons.
- 4.
5. We the **majority of concern residents from Albion St** seek a face-to-face consultation with Stonnington Council and all related parties within the Stonnington council to put across the alternate parking solutions. We have been advised that there will be a detailed report on survey responses and other correspondence to date (including this communication to you) to be tabled on the 16August. It is expected that all councillors will call for further consultation when all **safety, commercial, legal** and **legislative** aspects of losing parking spaces on Albion St is thoroughly investigated as this will also affect other streets and sets the precedent within the Stonnington precinct. We are also in agreement with other Councillors (from numerous correspondences) who agree that **engaging** with the

**community is paramount and they would not support any proposal** that has not been through rigorous community consultation.

4. We the **majority of concern residents from Albion St** truly believe that a civil, cordial and mutually beneficial solution can be reached without having 3rd parties involved as what other Albion St residents are proposing that we all should do. Having \_\_\_\_\_ as Albion Street's representative will ensure that all communications and consultations between Stonnington council and Albion St are handled in a cool, courteous and polite manner.
- 5.
6. We thank the council for making the diligent effort and spending valuable time in providing further strategic solution where providing accessibility and safety for pedestrians can co-exists without reducing further car parking spaces on Albion St. We the **majority of concern residents from Albion St** believe that if a "co-existence cannot be established", it will be detrimental to the commercial values of properties and safety concerns, not just on Albion St, but also other streets with similar concerns within the Stonnington precinct. The ripple effect from this scenario will be fairly uncomfortable not just for the ones involved but also for the greater Stonnington community.

#### Comments from residents of nearby streets

I am a resident at \_\_\_ Moore street south yarra and have been for 6 years now.

Over the past 12-24 months parking has become increasingly difficult in our street. No doubt there are a number of factors.

Having also recently heard Albion street is being considered to only allow parking on one side of the street I thought it was increasingly important to come up with a solution, as the neighbouring parking traffic and difficulty would then flow into Moore street which is already at capacity.

I finish work around 7:30pm and often find myself parking 2-3 streets away, or on commercial road. Even today at lunchtime I'm 2 streets away!

A potential solution on Moore street would be to open up the parking bays (currently on the chapel street side of Moore street) in front of the houses which don't have driveways potentially after hours. This could allow parking and still access to keep the street a free flowing 2 ways street.

An example would be with a restriction in place Eg. Between 6pm - 7am people could park which would allow for parking when traffic is at a minimal.

Please let me know if there is a discussion that could take place or more ideas to be tabled to held this.

Dear Lord Mayor,

I understand there is a proposal going to council next week to make substantial changes to the parking and landscaping in Albion St, South Yarra.

As a resident and property owner in Albion St, I am shocked that there has been no consultation with the residents. Over the past few years, Council have made a number of changes to the trees

and tree protection in the street. The trees have been replaced twice and the bollards protecting them at least twice. It seems to me and many other residents that it's all been a waste of rate payers money.

Now I hear that some of the trees are going to be removed along with some of the parking. **Why?** What problem is council trying to solve? The residents should be consulted before any more rate payers money is wasted and changes are made that disadvantage the majority of residents in the street.

Is there a squeaky wheel that is getting all the attention at the expense of the other residents? Please consult all the residents, outline the problem that is trying to be solved and detail the options available, then seek feedback from everyone.

*(additional correspondence from the same resident)*

Can you please explain in detail what problem the council officers are trying to solve?

The proposed changes in parking (a significant reduction) will impact not only the residents on Albion St between Punt Road and Moore St, but will also significantly impact the residents in the neighbouring streets as they seek somewhere to park their vehicles. The areas impacted will include: All of Albion St, Moore St, Nicholson St, Argo St, Tyrone St, Peter St, Punt Rd, Pasley St South, Pasley St and probably Margaret St as the flow on impact of the loss of parking causes people to seek park in neighbouring streets.

All stakeholders need to be consulted, not just those in the immediate vicinity to the changes proposed

Dear Mayor and Councillors,

I would like to show my support to maintain kerb parking in Stonnington.

I am a resident in Tyrone Street where we already face severe shortages of parking at peak times.

If removed, residents in Albion street would be forced to "fight" for parking in surrounding streets including Tyrone, Moore, Nicholson and Argo streets.

Having established and maintained this parking arrangement for over 20 years the residents have a fair and reasonable expectation that it will continue.

As residents of an inner city suburb with growing density we recognise the need to utilise as much parking space as possible and accept some minor inconvenience (generally only in the late afternoon when residents are returning from work).

I think signage would be sufficient to advise of a need to allow some space for pedestrians.

Good morning

I was shocked to hear there are plans to change Albion Street to parking on 1 side of the road!!

I have lived in Argo street for the past 10 years and during this time parking has become a nightmare - often we need to park in Albion Street as there are no parks - also when we go on holiday we need to park in Albion Street as it doesn't have street sweepers and your car can remain there all week

please, there must be other options to consider

thank you

#### Suggestions for alternative treatments

*(additional correspondence from same resident provided in 'Comments from residents of Albion Street' section above)*

As you would appear to be looking for different solutions to ensuring compliant parking in Albion and other streets of South Yarra, may I suggest that to ensure onkerb parking complies - leaves one metre free access on the pavement - that "Rumble Strips" on the pavement be considered?

There is ample material on the Internet about these strips and most drivers will have had experience of them.

*(additional correspondence from same resident)*

I make this formal submission to Councillors regarding Albion St. South Yarra.

that the Council create an environmentally suitable and coloured surface on the pavement in Albion St, South Yarra - a surface 1000 mm from the fenceline - and mark it with the pedestrian symbol.

This will delineate to all vehicles eligible to park on the kerb shoulder, the area that must be left for pedestrian access and safety. This message may be reinforced with pole signage stating "Leave pedestrian access of 1000mm".

This would have the effect of:

**Honouring** the Council's 1997 decision to allow onkerb parking.

**Complying** with the Road Safety Rules 2017 to provide appropriate parking Control Signs.

**Ensuring** pedestrian access and safety on pavements, including Disability access, by allowing - and informing of - a "continuous accessible path of travel".

**Providing** road access to traffic and Emergency vehicles along a uniquely narrow street - 6 metres wide.

**Observing** the "minimum width of 1000 mm and passing spaces at regular intervals" (eg. driveways) as recommended by the Human Rights Commission under the Disability and Discrimination Act.

**Upholding** the Human Rights Commission consideration of "topographic issues, historical practices and local conditions that effect the capacity of local government authorities to achieve this level of good practice in all circumstances".

**Preventing** the "unjustifiable hardship" recognised by the Human Rights Commission, to be caused to residents affected by any reduced parking.

**Enhancing** the appearance of Albion Street's exceptionally worn pavements.

**Highlighting** the pavements, to promote their use by pedestrians.

**Facilitating** the identification of parking infringements on pavements.

*(additional correspondence from same resident provided in confidential correspondence)*

Glad to see some council traffic representatives re-measuring the Albion St footpath this evening.

Can I please just mention once again

My fear:

LOSS OF PARKING =

LOSS OF VALUE

+ ISOLATION

Can we strongly request for a trial period of a colored tape stuck on the footpath 1 meter from the fence - for a year.

And see how that works for everyone affected by this situation

#### Comments regarding consultation process

*(additional correspondence from same resident provided in 'Comments from residents of Albion Street' section above)*

Councillors directed Council workers to consult residents

This was not a consultation

It was a survey of the three options that were put to the Council meeting

We don't believe this falls into the definition of consultation

*(additional correspondence from same resident)*

A survey sent out the way it has been is not consultation

We, and as you know that is a substantial number of residents in the street, request the opportunity to be consulted

*(additional correspondence from same resident)*

Hi Matthew

Thanks for your last response and I appreciate your willingness to have ongoing dialogue.

It is really important that all ideas (not just mine) are put "on the table" through a proper consultation process.

I understand that we cannot have face to face consultation now but hopefully this will not last forever and we will get back to normal.

The City of Yarra surveyed its residents and the biggest complaint they had was managing parking.

See their "Parking Management Strategy City of Yarra"

"Principles

12 Ensure consultation on proposed parking changes;

Review of Strategy

To help progress a discussion on these issues, Council facilitated a parking forum/workshop in December 2019 which was designed to help develop a deeper appreciation of the nature of the parking dilemma and then to envisage how the situation might be improved over time.

I think this would help everyone in this street- I think you can get the feel from all the complaints that have been lodged that there are tensions that need to be put out there for discussion and resolution.

I would like to think that Council would consider this action

*(additional correspondence from same resident)*

I have been talking to some members of Albion St and some of us believe that a face to face meeting would be of value

We understand the importance of safe footpaths and of course there is the issue of safety of residents if they have to park a long way from their house late at night

This is also an important safety issue that needs to be considered

There are other ways of accommodating all of this that have not been put on the table

Hence a meeting of residents where these ideas can be thrashed out may be of value

This might also counter any future abusive messages that have emanated from supporters of the proposal that went to Council without any wide consultation

Wide Consultation is critical

*(additional correspondence from same resident provided in 'Comments from residents of nearby street' section above)*

I understand that a survey has been sent to some residents of Albion St, requesting an indication to which of the 3 options are preferred (all 3 were similar in nature). I don't consider this as appropriate consultation. The impacted residents have not been given an appropriate forum to understand and discuss the issues. All impacted residents, not just those immediately opposite the proposed changes, need to be included in the discussion. This includes all of Albion St and the neighbouring streets as any reduction in parking will have a flow on impact on the surrounding streets.

The current parking arrangement has worked fairly well for over 40 years. Without proper process and sound reasoning there should be no change to the status quo.

*(additional correspondence from same resident provided in 'Comments from residents of Albion Street' and 'Suggestions for alternative treatments' section above)*

Dear Councillors,

I am formally writing to you to request a meeting with you and concerned residents on a proposal before you, presented at your June 28 meeting and deferred by three of 8 councillors present. This pertains to a change in parking regulations instituted by Council in 1997 and applied to Albion St South Yarra, among other Stonnington streets.

We require this meeting to take place well before you vote on the Proposal.

Please note that the Victorian Local Government Act 2020 Section 58 of the Act states the public transparency principles that must be applied to all aspects of a council's operations and decision making as follows: **Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;**

One of the overarching principles of the Act is that "the transparency of Council decisions, actions and information is to be ensured" (section 9(2)(i)).

Section 58 of the Act states the public transparency principles that must be applied to all aspects of a council's operations and decision making as follows:

- a. Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;

- b. Council information must be publicly available unless—
  - i. the information is confidential by virtue of this Act or any other Act; or
  - ii. public availability of the information would be contrary to the public interest;
- c. Council information must be understandable and accessible to members of the municipal community;
- d. public awareness of the availability of Council information must be facilitated.

**As a ratepayer with a family residing in Stonnington, I - and many others residents - assert Council has not complied with this Act, specifically on the matter of parking in Albion St, South Yarra.**

The letter sent out by council on July 12 - well after this Proposal was put to Council - provides residents with 3 options for reduced parking, which does not meet this requirement. To put it simply with a simile, it is equivalent to:

*You have been found guilty and will die. You have three choices; death by hanging, death by firing squad, death by electrocution.*

Council is attempting to say this is "consultation".

No prior consultation has been entered into with residents of Albion St to help direct and inform this Proposal which is being presented to Council. No consultation has been entered into with residents of any of the other Stonnington streets with the same parking regime: onkerb parking.

As representatives of residents, we require you, on our behalf, to make searching enquiries of Council Officers on the Premise or Premises on which this Proposal is put, and the accuracy of the so-called "advice" - albeit vague - it is "indicated" that they have received.

*(additional correspondence from same resident)*

I appreciate your intervention on this Kate. However, this consultation needs to be formal and the opportunity for a two way "conversation" available to a wide section of the community affected by this proposal before you. In order to avoid any misunderstandings it must not be piecemeal and informal.

For a brief time I will hold back on making my complaint to the Ombudsman but I am not prepared to see this concern ignored, misconstrued or delayed. Residents are very aware that voting on this Proposal for Albion St South Yarra has merely been deferred until a fast approaching council meeting. Many are deeply insulted at the lack of consultation prior to this Proposal being put and even more so at the imperious nature of the proposal itself.

Sentiments are > it is NECESSARY, and indeed very understandable, to have community consultation **first and prior to choosing between three options**'.

Options put forward by Council BEFORE Community and Resident Consultation. This is quite a 'narrow way' to proceed - to say the least.

Compounded by this we are in Stage 4 Lockdowns in Victoria.

To recount: I feel I would not be alone in saying that the local residents are not amenable (or should rightly be expected decide on this), without proper community consultation, > In effect to **HAVING** to be **made** to make a choice of three options **presented by the Council**.



It is not possible or feasible to do the NECESSARY community consultation in a viable, practical or optimal way while in this current situation of Lockdown > from either the Residents or, indeed, >Council perspective.

There has been strong discussion along the lines that >> Council should establish a face to face consultation process once COVID restrictions allow that includes an initial meeting of residents so that all residents who wish to participate can be included.

To arrive at a reasonable outcome I reiterate Community Consultation should be thoroughly worked through FIRST.

*So, again I put this forward > with the assumption that 'common sense' will prevail on the part of the Council.*

As a matter of urgent attention, please circulate this to the Mayor, Council members, and all necessary persons and departments that have involvement in this matter -- connected with the City of Stonnington.

Mayor Hely and Fellow Councillors,

Please find attached a petition from residents in Albion Street South Yarra requesting face to face consultation regarding proposed changes to car parking arrangements.

Despite lockdown restrictions and the notification of the Prahran market as a tier 1 exposure site the petition has been signed by 56 residents. Excluding vacant properties this represents approximately 61% of residential addresses in the street.

The petition has been prepared in accordance with the requirements of the Stonnington council and uses the petition template as published on the Governance and Integrity page of the stonnington website.

Specifically the petition is in writing and on paper however covid restrictions prevent paper copies being delivered to you but these are available at your request. Further all documents are original, legible, and in english. There are no letters or affidavits attached and no alterations within the text of the petition. All signatures appear on the page bearing the terms of the petition and have the signatory's name and address in addition to the signature. I believe you will be able to endorse each page as meeting the petition rules.

At a zoom meeting of residents on Tuesday 20th July I was nominated as the petition proposer. My contact details are as follows:

XXXX

I look forward to your prompt response with regard to the tabling of the petition at the next council meeting and councils response to the petitioners request.

*(additional correspondence from head petitioner)*

Prior to the council meeting on monday night I wanted to provide some further clarity about the petitioners request for face to face consultation.

The partitioners acknowledge that access and safety concerns are valid however we believe a better balance needs to be achieved between the competing demands of pedestrian access and car parking.

In the report to council on 28 June it was noted that council officers have been corresponding with residents in the street regarding accessibility since 2018. None of the residents who signed the petition have received any correspondence from council regarding this matter nor were they advised that the matter was under consideration.

Understandably council has not been able to disclose details regarding the complainants but we believe correspondence and consultation has been with a limited few residents and the petitioners are requesting that we be provided with the same opportunity.

**(Petition attached in Attachments 9 and 10)**

*(additional correspondence from head petitioner)*

We understand from Ian McLaughlan that you will be briefed on all aspects and issues in relation to Albion Street on Monday and will determine the next steps.

1/ We appreciate your continued consideration on this matter however once again wish to stress that Albion Street residents have not been given an equal opportunity to represent our concerns and issues.

2/ We believe there are a very small number of vexatious residents who have been corresponding with the council and requesting enforcement. These residents do not represent the majority of Albion Street residents.

3/ We also believe it is possible to provide a safe and accessible walkway for pedestrians of all abilities and continue with the practice of parking on the footpath. The Human rights commission states there is no mandatory minimum technical compliance standard under the Disability Discrimination Act that can be referred to in relation to footpaths. They further note that topographical issues, historical practices and local conditions will affect the capacity of local government to achieve good practice in all circumstances.

4/ Council currently ensures a safe and unobstructed passage for pedestrians on commercial footpaths by installing footpath trading boundary discs and fining traders who do not adhere to these boundaries. We believe these same principles and practices can be used to manage footpath access in Albion Street.

5/ The proposed changes if implemented will mean that not all residents will be able to park in the street. Many residents have expressed concern about their personal safety if they must park some distance from their home at night. Other residents have expressed concern about increased social isolation because reduced parking capacity will deter people from visiting.

6/ There are many streets in the City Of Stonnington where residents park on the footpath. We understand many of these residents have expressed concern about the council's changed response to legislative compliance and its impact on them. We believe these proposed changes in Albion St should be considered in the context of a City of Stonnington wide car parking strategy.

Further consultation in the form of a face to face meeting will enable a proper consideration of the matters raised with council.

Regards  
Albion St Residents

Correspondence received from residents of other narrow street in Stonnington that have been made aware of the Albion Street discussions

Dear Councillor Koce,

A letter circulating in my local area states that Stonnington Council is considering banning on-kerb parking in 22 narrow streets throughout Stonnington.

As a resident of Mary Street, Windsor (a narrow street), I would I ask that Council **DO NOT** make any changes to the current parking arrangements in narrow streets. Street parking in Windsor is hard enough now, without making the situation substantially worse by reducing available parking.

Thank you for your time in considering this important matter.

Dear council officers,

We are the owners of \_\_ Bayview Street in Prahran.

We have recently been advised been advised of the proposed plan to discontinue on-kerb parking as per Peter Kyrklis Transport and Parking Coordinator 12/7/2021.

<https://www.stonnington.vic.gov.au/About/Major-infrastructure-works-and-projects/Albion-Street-on-street-parking-review>

As we live in a narrow street this is of great concern to us. We already struggle with parking in this street and any reduction in the amount of available spots will lead to chaos in he street, and undoubtedly, conflict with neighbors. That this is even under consideration is mind-boggling.

We would like to be advised of any motion to vote on such a proposal. We cannot think of a better way to have council voted out of office than this proposal. Should this occur I have no doubt the entire community will look for alternate representation that reflects the constituents they are meant to represent.

That this is being considered, when the council has clearly dragged its feet on issues such as appropriate EV infrastructure indicates a priority list that is out of step with the community.

We are all for disability access but these streets were designed over 100 years ago and have worked effectively ever since. The consideration of prams is a non issue, we have lived in this street for many years and it has NEVER been an issue. Perhaps council should consider determining alternate routes for these groups using streets like Chatsworth Road and Williams Road to cater for this. It seems this has been recently done for bicycles so something with similar logic applied would make more sense. Perhaps the implementation of one car per home might be better?

This proposal will have a significant effect on all property prices in the area as removing, or reducing, the off street parking will also reduce the attractiveness of ALL properties affected.

We are requesting to be kept informed on this issue and we sincerely hope sanity prevails.

*\*an interim response was sent by Cr Hely*

Thanks for your response Kate. How do you plan to vote on this? In the end it is less about what traffic management want and more about how council votes isn't it?

Further, there are other issues to consider:

- how would this work when street sweepers come through twice per week and one side of the road is left empty?
- the removal of any trees would be horrible, they are a major attraction for the area and street.
- where do you expect the cars that have no spot to go?

This seems a very ill-considered plan, and one that I can imagine will have residents up in arms. It won't just be the streets proposed that are affected, it will affect the entire area.

Hello Mike,

Hope this email finds you well.

As a home owner of ten years in Bayview Street Prahran I was wanting to confirm if this notice received last week is correct in regards to kerb parking in the area. I would also like to enquire as to how many streets and which streets are selected as this notice is not specific.

Please send information in regards to the streets effected.

Further more, I am sure I speak for my immediate neighbours, I have no idea why the council would even contemplate doing something as ludicrous as this proposal. Many houses in the area do not have a garage and need to park on the street.

I await information on this proposal

## 14.4 Ferrie Oval Floodlighting Proposal

**Manager Active Communities: James Rouse**

**Director Community & Wellbeing: Cath Harrod**

### Linkage to Council Plan

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

- C2** Strengthen Council's commitment to support our diverse and inclusive communities.
- C3** Implement community safety initiatives and fair compliance processes to address community safety issues.
- C4** Enhance community engagement to ensure Council makes long-term decisions in the best interests of the community.
- C5** Increase participation in physical activity through long-term recreation planning and service delivery.
- C7** Support local community organisations with equitable access to facilities, training and resources.

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

- L1** Strategically invest in open spaces, sporting fields and community facilities, and optimise use according to community needs.
- L3** Balance the competing demands of maintaining residential amenity and population growth through appropriate planning.
- L4** Enhance the design outcomes of public spaces, places and buildings.

### Purpose of Report

To inform Council of the results of the community consultation process for the Ferrie Oval floodlighting proposal and seek endorsement of the recommended lighting design option.

### Officer Recommendation

**That Council:**

1. **NOTE the feedback from the community consultation process for the Ferrie Oval floodlighting proposal;**
2. **APPROVE the recommended floodlighting design for Ferrie Oval (Option 3 - four x 15m high light poles);**
3. **ENDORSE the usage schedule for formal sport and active recreation as outlined in the body of this report.**
4. **AUTHORISE the CEO to develop and execute a 10-year license agreement with the Glen Iris Junior Football Club in return for their \$100,000 capital contribution.**
5. **APPROVE Officers to consult abutting properties on the following proposals:**
  - a. **Install Permit Zone restrictions operating 8am to 8pm Wednesday to Sunday, March to September, on the west side of Elizabeth Street from Talbot Crescent to the dead end.**

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***b. Install Permit Zone restrictions operating 8am to 8pm Wednesday to Sunday, March to September, on the north side of Talbot Crescent, between 45 Talbot Crescent to 99 Talbot Crescent.***

- 6. NOTE that the results of both parking consultations will be reported back to Council for decision.**
- 7. NOTE the proposed planting of 10 new large trees on the western side of the oval.**

### Executive Summary

The installation of floodlighting is a proposed component of the Ferrie Oval redevelopment plan, following occupation of the oval by the Victorian Government for the Toorak Road Level Crossing Removal Project in 2019-2020. Ferrie Oval is a junior-sized sports ground and has previously not been floodlit, meaning that usage during the winter season is limited to daylight hours. Stonnington's sports grounds are at capacity in the winter sports seasons, with the demand from clubs for training use exceeding availability.

Council Officers have carried out an extensive community consultation process to ensure local residents are informed, engaged and have been listened to through the planning and design stage of the project. Feedback received has helped to shape the proposed lighting design options and schedule of use.

### Background

Ferrie Oval was occupied by the Victorian Government for the Toorak Road Level Crossing Removal Project in 2019-2020 and handed back to Council in late 2020. The sports ground redevelopment plan, which included a proposal for floodlighting, was presented to the Council Meeting on 7 September 2020. At this meeting, Council resolved to note the floodlighting proposal for Ferrie Oval, including design, configuration and days/hours of operation. The oval redevelopment was approved; however, the installation of floodlighting was deferred for consideration pending further investigation and engagement with local residents. It was also requested that an independent review of the sports lighting designs be carried out, which has been undertaken by Webb Australia.

The tenant sports clubs at Ferrie Oval are the Glen Iris Junior Football Club (GIJFC) in the winter season, and the Malvern Junior Cricket Club and Toorak Prahran Cricket Club in the summer season. The GIJFC has been a tenant of Ferrie Oval and Muir Pavilion for the past 30 years and is one of Stonnington's largest sports clubs, with 720 junior footballers, including 200 females, across 31 teams.

The GIJFC play weekend matches at Ferrie Oval, however due to an absence of floodlighting the club is required to train across five different floodlit grounds. The addition of floodlighting on Ferrie Oval would allow the club to have a central training base and free up additional capacity (7 hours per week) across four other sports grounds (Righetti Oval, Birrell Reserve, TH King Reserve & Gardiner Park). The club has pledged a financial contribution of \$100,000 towards the lighting costs, conditional upon the provision of a 10-year license agreement for use of Ferrie Oval, Righetti Oval and Muir Pavilion, commencing in 2022.

### Key Issues and Discussion

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Optimising sports grounds to meet demand

Ferrie Oval is one of three unlit sports grounds in Stonnington, which are the top priorities in the floodlighting capital works program. Stonnington's sports grounds are at capacity in the winter sports season, with the demand from clubs for training use exceeding availability. AFL Victoria has advised that the City of Stonnington is four (4) sports grounds below the number required to accommodate its football participation numbers. By optimising existing open space and assets, the capacity of sports grounds can be increased in order to accommodate the demand for winter sports participation.

Lighting Design Options

Three low-spill LED lighting designs were developed by sports lighting consultants, BRT:

- Option 1 (Attachment 1.1): two x 24m high light towers, positioned on the western side of the ground. The intention of this design was to provide a solution that is sensitive to nearby residents, with the light direction facing away from households.
- Option 2 (Attachment 1.2): a traditional oval lighting design of four x 20m high light towers (two on each side of the oval), with 6 light fittings in total.
- Option 3 (Attachment 1.3): four x 15m poles, with 8 light fittings in total.

All three designs comply with the required Australian Standards: AS2560.2.3 (Sports Lighting Part 2.3: Specific applications - Lighting for football (all codes)). The designs also ensure the illuminance (lux) and uniformity (evenness of light) are at the required level to ensure players can see the ball well, judge the flight of the ball, and that there is no discomfort caused by glare.

Both AS2560.2.3 and the AFL Preferred Facility Guidelines set the minimum lux level for 'Match Practice' as 100 lux, and the minimum level for 'Ball and Physical Training' at 50 lux. Ball and Physical Training is defined as a controlled environment that involves two to four participants. As such, the lighting options have been designed based upon 100 lux due to the nature of Australian Rules Football training, which includes match practice, and upon the recommendation of AFL Victoria and the lighting design consultant, BRT.

- AS4282 (Control of the obtrusive effects of outdoor lighting)

The obtrusive lighting levels (spill light) on each of the design options are well within the level required by Australian Standard AS4282 (below 10 lux). This is measured at the resident boundary to the west and the Monash Freeway to the east.

The light calculations at the resident fence line for the three options are:

- Option 1 (2 x 24m poles) – 6.2 lux
- Option 2 (4 x 20m poles) – 0.3 lux
- Option 3 (4 x 15m poles) – 1.6 lux

An action arising from the Council Meeting on 7 September 2020 was for design Options 1 and 2 to be reviewed by an independent consultant. Lighting engineers Webb Australia carried out the review, which verified that both designs comply with Australian Standards, and that the pole heights for Option 2 could be reduced. BRT were able to subsequently reduce the pole height in the Option 2 design from 22m to 20m.

Option 3 (four x 15m poles) was prepared following further consultation with residents, several of whom believe that by lowering the pole height, the light fittings will be shielded

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from view of households by the tree canopy on the west side of the oval. Option 3 is the preferred option for Council as it achieves adequate light coverage with minimal light spill, complies with Australian Standards and is also the most supported option of the residents that have provided feedback.

Dimmed lighting for active recreational use

In addition to increasing capacity for organised sport, it's proposed that controls will be fitted to provide dimmed lighting (25 lux) to increase opportunities for broader recreation use. The practice of lighting sports fields after dark during winter was successfully rolled out across other locations, and was particularly beneficial during COVID restrictions, enabling the community to use the fields for exercise, dog walking, running etc.

Community Engagement

Council Officers have conducted an extensive community consultation process, between June 2020 – March 2021, to ensure local residents are informed, engaged and listened to through the planning and design stage of the project. This has included:

- An online survey (completed by 405 respondents)
- On-site information sessions
- A Connect Stonnington project webpage, provided project information & designs
- Resident letters
- 280 flyers distributed (152 via letterbox drop and 125 to park users).
- Two on-site resident information sessions at Ferrie Oval.
- Door-knocking along Elizabeth St and Talbot Crescent.
- Ongoing, open communication with local residents.
- Regular meetings and communication with the Glen Iris Junior Football Club
- Consultation with all other sports clubs based at Sir Zelman Cowen Park.
- Receipt and acknowledgement of a submission from local residents, which provided additional feedback on the lighting design and usage preferences.

The online survey results (refer **Attachment 2**) indicate that 97% of 405 respondents supported the proposal to introduce lighting on Ferrie Oval. Key themes within the feedback included how lighting would support junior and female participation, improve safety, encourage casual recreational use, and support the recovery of community sport post COVID-19. The comments from respondents opposed to the floodlighting were, 'Low spill lighting facing away from residents' homes is a misnomer,' and 'New Righetti Oval floodlights have had very little use to date.'

In March Council Officers door-knocked households in Elizabeth St and Talbot Crescent to seek their individual feedback on the three lighting design options. Of the five households who wished to provide feedback, three households were in favour of the 4 x 15m pole design, one was in favour of the 4 x 20m pole design, and one was in favour of the 2 x 24m pole design. None of the residents had any objections to the installation of lighting, or the proposed illuminance of 100 lux (required for football training as per Australian Standard AS2560.2.3). Several indicated their strong support for junior sport on Ferrie Oval, and to proceed as necessary in order to achieve the best quality outcome for participants.

Local residents undertook their own survey (refer **Attachment 3**). Feedback included:

- 17 residents opposed, 15 supportive, and 1 impartial to the addition of floodlighting.



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- 14 residents preferred the Option 3 design (4 x 15m poles), 9 preferred Option 1 (2 x 24m poles) and 10 had no preference.
- The preferred floodlight hours of use (70% of residents) are between 5pm – 8pm.
- Support for the lights operating on an automatic timer system (91%).

AFL Victoria and Yarra Junior Football League both support floodlighting of the Ferrie Oval. AFL Victoria provided a letter of support and cited that based on AFL football participation numbers in Stonnington, the municipality is four (4) sportsgrounds below the optimal number required to accommodate demand.

Community feedback received has helped to shape the following aspects of the proposal:

- Development of 4 x 15m light pole design, the most preferred option of residents.
- Restricted hours of use for training from 5:00pm - 7:30pm, and dimmed recreation lighting no later than 9pm.
- A proposed schedule of use three (3) days per week for training, and active recreation schedule of three (3) days per week (two (2) following football training).
- Black powder-coated poles.
- Inclusion of an automatic timer to ensure the lights switch off at the permitted times.
- Addition of security/ safety lighting through the car park.
- Commitment to carry out an investigation into whether changes to Parking Permit restrictions on Elizabeth Street and Talbot Crescent are necessary, pending endorsement of the proposal.

Car Parking

Some residents requested that Council investigate whether parking permit restrictions on Elizabeth Street and Talbot Crescent should be increased, retained or removed as a result of the changed parking conditions through increased visitation to Ferrie Oval on weeknights. There are 51 car spaces across the Righetti Oval and Ferrie Oval car parks. On GIJFC training nights, demand for parking could potentially exceed supply, and as such participants may park in nearby streets including Elizabeth Street and Talbot Crescent. Pending the outcome of this Report, Council's Transport and Parking team will conduct a formal investigation into parking restrictions in these streets, and report back to Council.

Tree Planting

Some residents requested additional tall trees to be planted along the western side of Ferrie Oval, to provide additional screening between the lights and households. Council Officers identified suitable locations for ten additional trees to be planted in open areas along the western side of the oval. Species will include Algerian Oak, Rose Gum, Sydney Bluegum and Japanese Elm, and grow to a mature height of approximately 20m.

Proposed usage schedule (winter season)

The proposed usage schedule is as follows:

Day	Time	Type of Use
Monday	5.00pm - 9.00pm	Active Recreation (dimmed lighting level)
Tuesday	No lighting	No lighting
Wednesday	5.00pm - 7.30pm	Junior Football Training

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	7.30pm - 9.00pm	Active Recreation (dimmed lighting level)
Thursday	5.00pm - 7.30pm	Junior Football Training
	7.30pm - 9.00pm	Active Recreation (dimmed lighting level)
Friday	5.00pm - 7.30pm	Junior Football Training

This would increase GIJFC's weekly training hours on Ferrie Oval from 2 hours to 9 hours. Residents indicated a preference for two nights of junior football training per week, while the GIJFC had requested four nights training per week. The proposed compromise position is three nights of training per week.

The proposed dimmed lighting schedule for active recreation is three nights per week, with Tuesdays having no floodlit use. This schedule creates 7 hours of usable time per week for active recreation purposes. Officers will monitor and evaluate the active recreational use of the ground during the first winter season of use and may amend the usage hours based on evaluation of data. Local residents will be engaged regarding any proposed change of hours prior to a report being tabled to Council for consideration.

### Conclusion

With one of the lowest amounts of public open space in Victoria, and a growing population, activating existing open space and assets is needed to ensure sufficient opportunities exist for the community to participate in organised and casual sport and physical activity. The addition of floodlighting on Ferrie Oval aligns with Council's goals of supporting growth in sport and physical activity participation for children, females and the wider community, including 700 junior GIFC members.

Council officers have explored a range of design options and engaged with all stakeholders regarding the most preferred option. Based upon all feedback, the recommendation of Council officers is to proceed with Option 3 (four x 15m poles).

### Governance Compliance

#### Policy Implications

The installation of floodlighting on Ferrie Oval supports a number of objectives within Council's Recreation Strategy 2014-2024, Municipal Public Health and Wellbeing Plan 2017-2021 and Strategies for Creating Open Space.

Ferrie Oval is one of three unlit sports grounds prioritised for development within Council's sportsground floodlighting development program.

#### Financial and Resource Implications

The cost estimate for the proposed floodlighting is \$325,000. The GIJFC have committed \$100,000 towards the cost of the project. The balance of the project cost is available within Council's adopted capital works budget item X9598 - Floodlighting Development Program (\$349,000).

#### Conflicts of Interest Disclosure

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

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#### Legal / Risk Implications

The contribution of \$100,000 from GIJFC towards the cost of the floodlighting is conditional upon entering into a 10-year license agreement with the GIJFC for the use of Ferrie Oval and Muir Pavilion.

#### Stakeholder Consultation

- GIJFC initiated conversation with Council in 2019 on their need for floodlighting at Ferrie Oval.
- Sports facility and infrastructure planning meetings were held with all sports clubs based in Sir Zelman Cowen Park in early 2020. Council officers have liaised closely with the GIJFC through the planning stage for the Ferrie Oval redevelopment, including the floodlighting proposal.
- Council officers have maintained ongoing, open dialogue with local residents. A range of queries on the lighting design and other issues have been discussed and responded to.
- Yarra Junior Football League and AFL Victoria have provided support for the project.

#### Human Rights Consideration

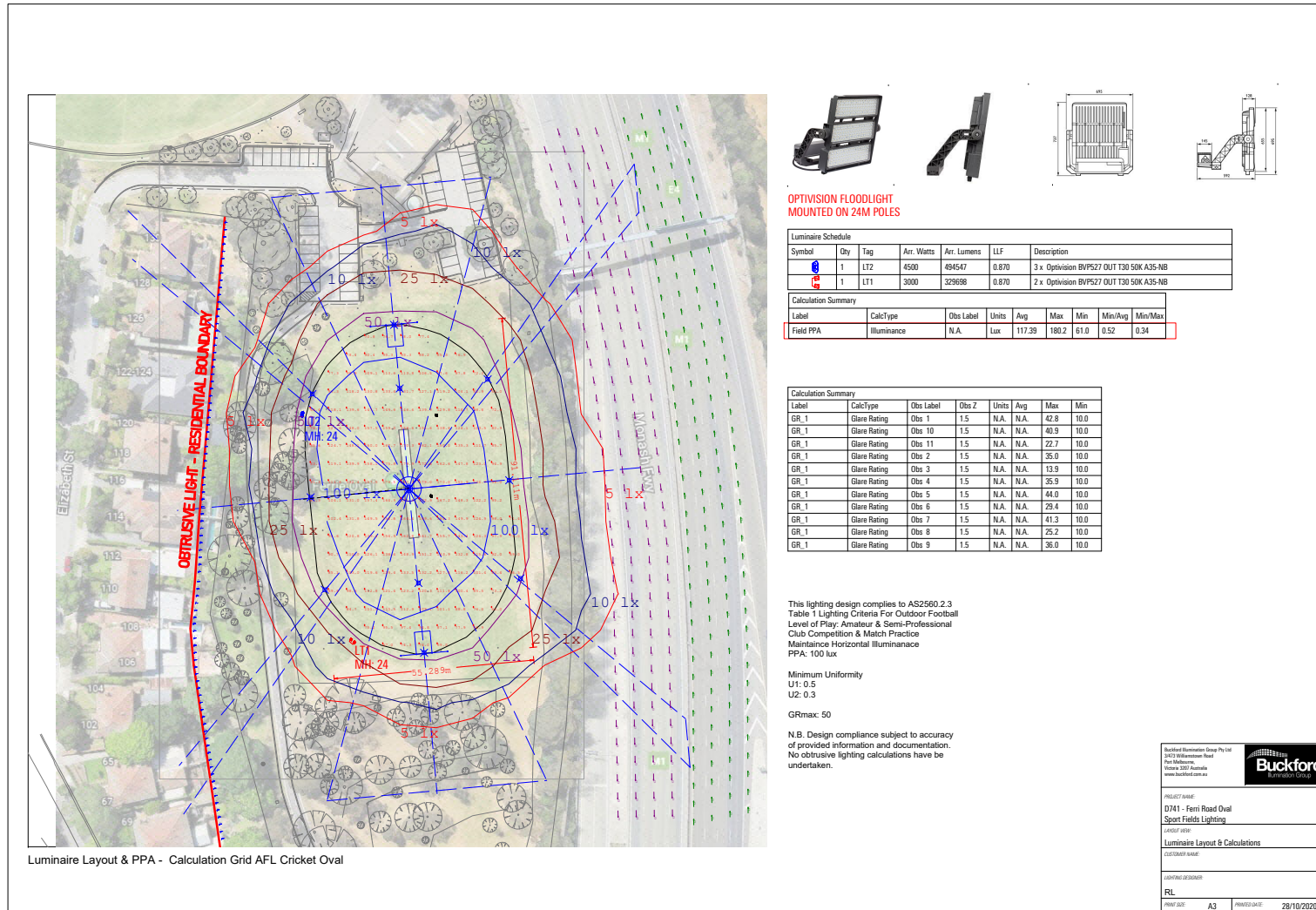
Complies with the Charter of Human Rights & Responsibilities Act 2006.

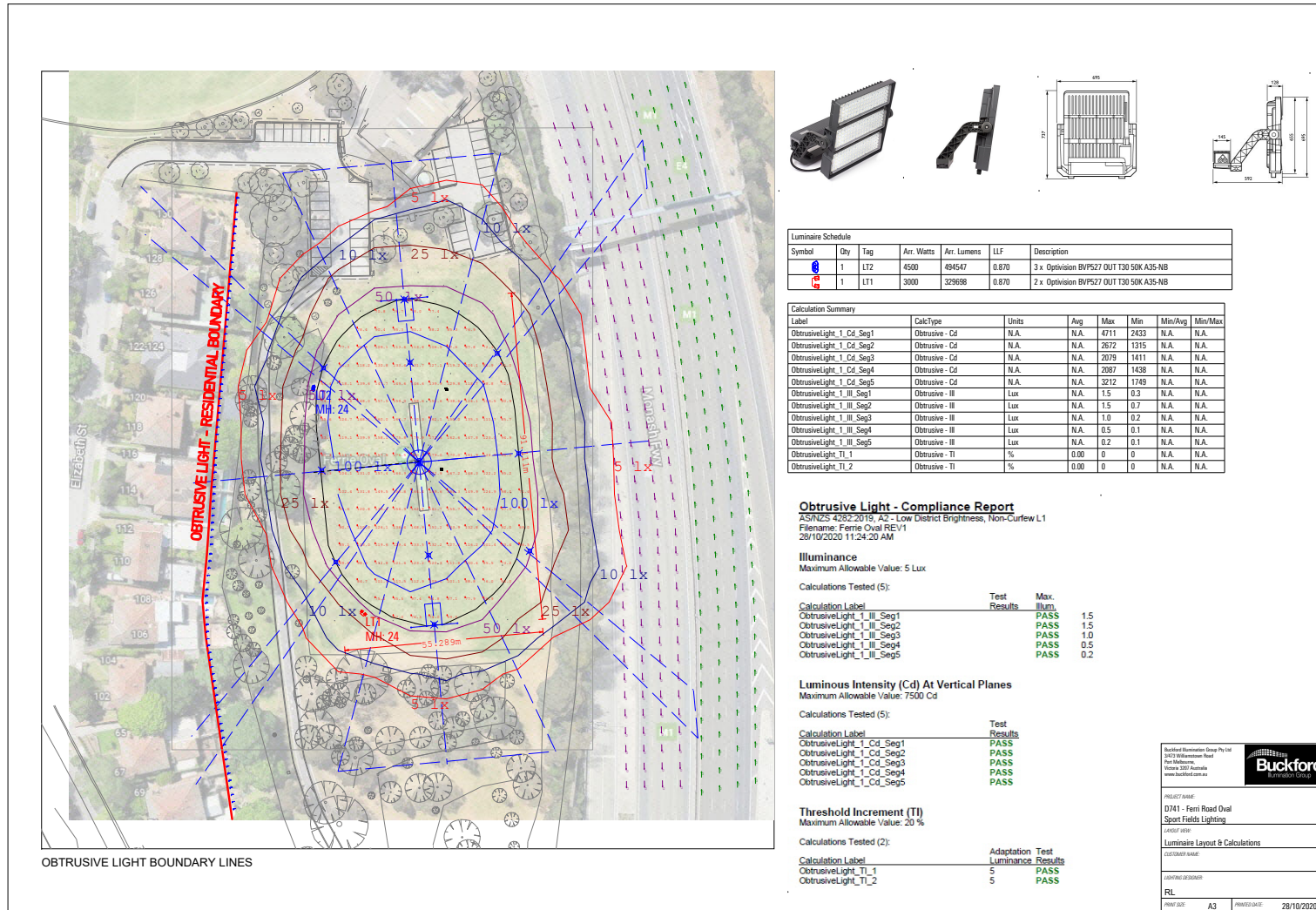
#### Attachments

1. Lighting Design Options.pdf [**14.4.1** - 11 pages]
2. Ferrie Oval floodlighting community engagement report [**14.4.2** - 7 pages]
3. Ferrie Oval Redevelopment Submission from local residents [**14.4.3** - 10 pages]

## Attachment D.1.

# Lighting Calculation Plan: 2 x 25m Poles







<b>PROJECT:</b> Ferrie Rd Stonnington - 2 Poles		Scale	Size	Date	Designer	Drawing No:	Page 1 of 3
<p>Ph : 1300 665 135 Email: design@jasstech.com.au</p>		NTS	A3	21/09/2020	J. Albin REG.No: 1882739	350520 SOC/STO BTR V2.0	<small>The nominal values shown in this report are the result of precision calculations based upon precisely positioned instruments in a fixed relationship to each other and to the area under examination. In practice the values may vary due to tolerances on instruments, instrument performance, reflection properties and/or electrical supply. Distances measured are defined in BS:2153 clause 5.4 with a maximum of 10%.</small>  <small>This design is protected by Copyright. The information contained in this design may not be reproduced or distributed to any third party in part, or as a whole, without the express written approval of JASSTECH Solutions</small>
		<b>Version Control</b>			Date	Detail	
					For Information Only	J.Albin	01.0

Ordinary Council Meeting 29 March 2021 Attachments - Agenda

Attachment 14.4.1

Label	CalcType	Units	Avg	Max	Min	Min/Avg	Min/Max
Ferrie Oval Field	Illuminance	Lux	139.83	207	71	0.51	0.34
ObtrusiveLight 3 C	Obtrusive Ligh	N.A.	N.A.	8467	241	N.A.	N.A.
ObtrusiveLight 3 F	Obtrusive Ligh	Lux	N.A.	2	1	N.A.	N.A.

Symbol	Qty	Description	Lum. Watts	Total Watts
1	4	FLS-1250-30x30-P8	1350	5400
2	4	WDG-1250-WLR-5050	1305.5	5222
3	4	WDG-1250-PF-5050	1308.6	5234.4

LumNo	Z	X	Y	Tilt	X-Aimpt	Y-Aimpt
1	25	-30	24.5	44.779	-12.27	7.149
2	25	-30	24.5	18.592	-21.685	23.244
3	25	-30	24.5	53.715	-0.67	41.801
4	25	-29.5	-28	48.734	-4.229	-41.157
5	25	-29.5	-28	9.046	-25.539	-27.605
6	25	-29.5	-28	51.038	-5.318	-8.74
7	25	-29.727	24.298	63.846	19.667	36.632
8	25	-29.727	24.298	66.7	25.09	5.194
9	25	-29.552	-27.771	62.283	17.21	-36.581
10	25	-29.552	-27.771	66.324	23.904	-7.94

THE LIGHTING DESIGN COMPLIES WITH: AS2560.2.3  
 - AMATEUR TRAINING:  
 \* 50 LUX; EhMin/Ave. = 0.3

\* Design calculations use a Maintenance Factor of 0.85 (Actual 0.848) based on the below quantification.

LDD = 0.87 (Based on IP6\*, medium pollution and 36mth cleaning cycle per AS2560.1-2002 table 4.  
 LLD = 0.975 (L90 B10 is based on Initial startup of 97.5% at 20,000hrs)  
 This means that initial illumination will be higher than required by the standard.

\* Luminaires can be dimmed, via internal wireless controls.  
 for all Levels of play and training.

NOTES:  
 - Pole positions to be confirmed prior to commissioning

**Obtrusive Light - Compliance Report**  
 AS/NZS 4282:2019, A3 - Medium District Brightness, Non-Curfew L1  
 Filename: Ferrie Oval 100 Lux Stonnington 2 POLE OPTION  
 31/05/2020 11:36:00 AM

**Illuminance**  
 Maximum Allowable Value: 10 Lux

Calculations Tested (1):

Calculation Label	Test Results	Max. Illum.
ObtrusiveLight_3_III_Seg1	PASS	1

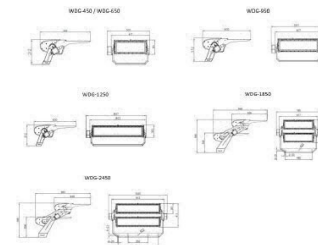
**Luminous Intensity (Cd) At Vertical Planes**  
 Maximum Allowable Value: 12500 Cd

Calculations Tested (1):

Calculation Label	Test Results
ObtrusiveLight_3_Cd_Seg1	PASS



Dimensions



Dimensions mm (LxHxT)	Model		
	WDG-450	WDG-650	WDG-950
Mass (kg)	3.3	4.8	7.5
Wattage	1350	1305.5	1308.6
Front Windage (m²)	0.092	0.119	0.167
Side Windage (m²)		0.074	
Luminous Flux	51500	76500	109000
Lumen/m²		115	
CRF		80	
IP Rating		IP65	
Operating Temp (°C)		-40° to +45°	
<b>Driver Detail</b>			
Dimensions mm	250 x 120 x 50	Dual Driver in 3 Configuration Options	
Mass (kg)	3.3	4.8	7.5
Input Voltage (V)	100VAC-277VAC OR 249Vdc-523Vdc		
Max Current (A)	4.5A OR 2.5A		
Power Factor	≥0.96		
Input Surge Protection	6kV line-line, 10kV line-earth		
Dimming options	0-10V/PWM/Timer Dimmable (3 Timer Modes)		
Standby in Dimming mode	Standby Power ≤ 1.5 W		
Protection	Over Voltage, Short Circuit, Thermal Sensing and Protection for LED Module		
IP Rating	IP67		
Manufacturer Warranty	5 Years		

SEE LUMINAIRE DATASHEETS FOR MORE DETAIL

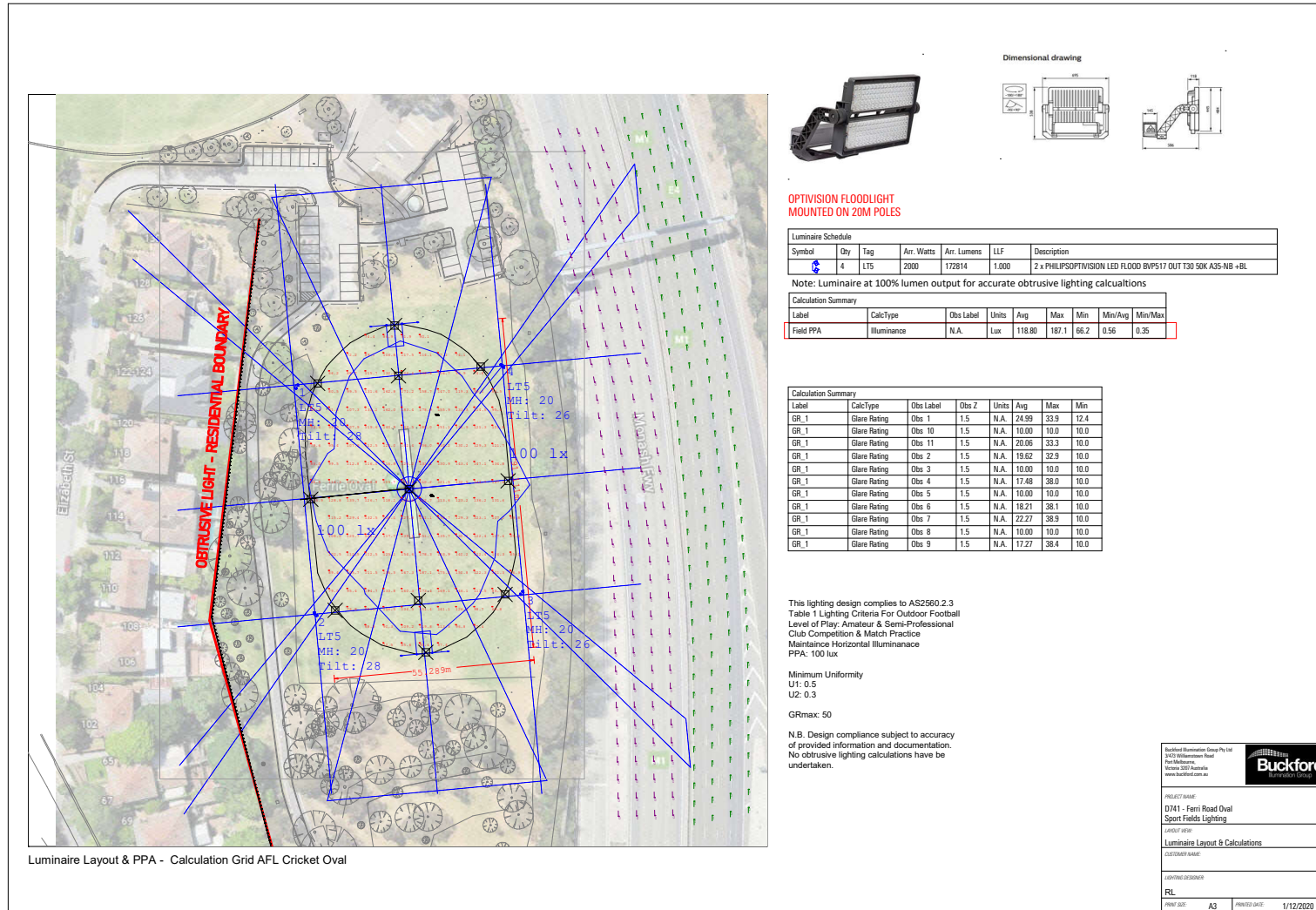
**FIELD MARKING IS AN ESTIMATE - CLUB TO CONFIRM**

<b>PROJECT:</b> Ferri Rd Stonnington - 2 Poles		Scale	Size	Date	Designer	Drawing No:	Page 3 of 3
Ph : 1300 665 135 Email: design@jasstech.com.au		NTS	A3	11/05/2020	J. Albin REG.No: 1882739	350520 SOC/STO BTR V2.0	The nominal values shown in this report are the result of precision calculations based upon precisely positioned luminaires in a fixed relationship to each other and to the area under examination. In practice the values may vary due to tolerances on luminaires, luminaire performance, reflection properties and/or electrical supply. Increased differences are defined in BS-2188 clause 5.4 with a maximum of 10%.
		<b>Version Control</b>				Author	
		Date	Detail		J. Albin	01.0	
		For Information Only					
		This design is protected by copyright. The information contained in this design may not be reproduced or distributed to any third party in part, or as a whole, without the express written approval of JASSTECH Solutions					

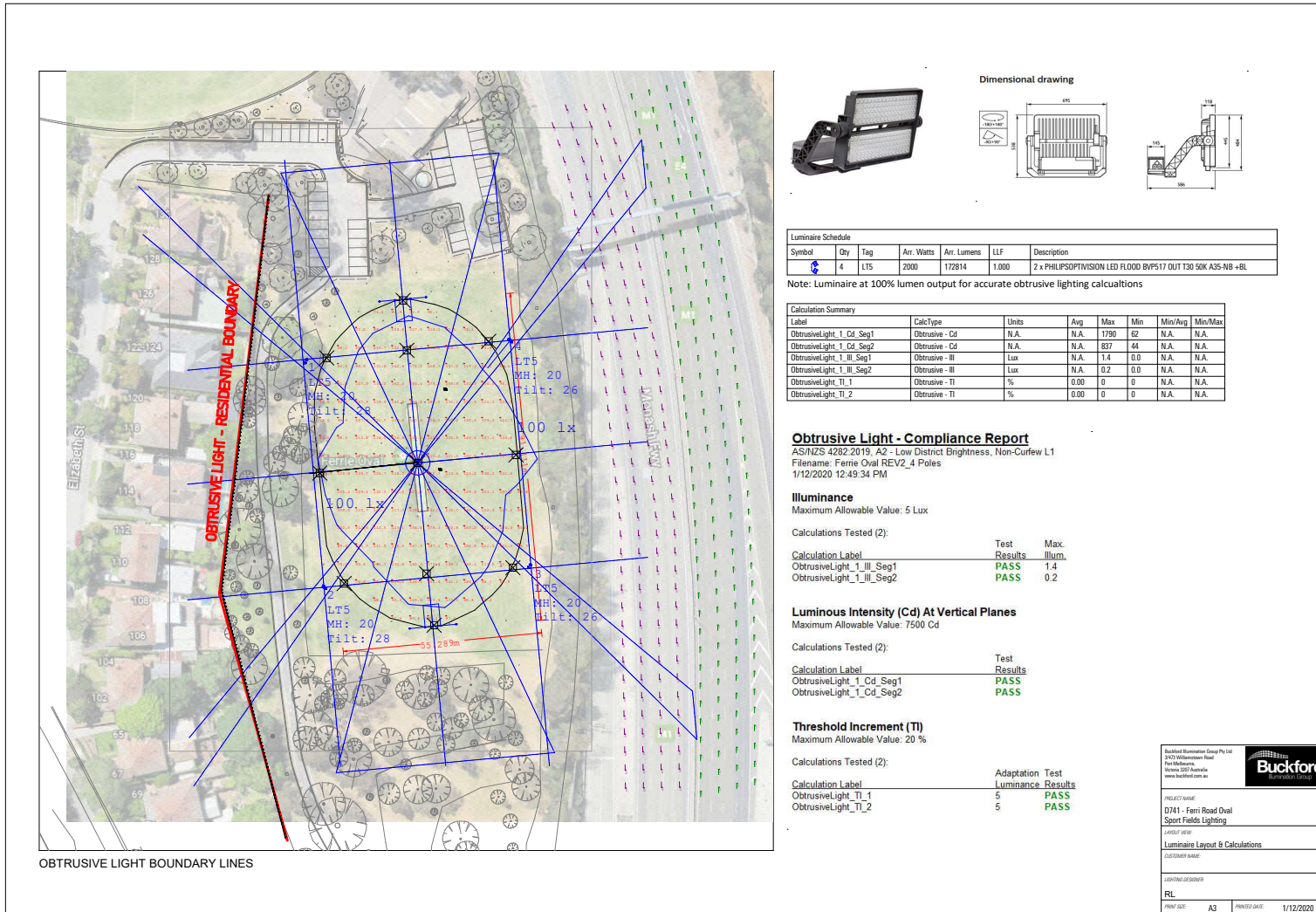


## Attachment D.2.

### Lighting Calculation Plans: 4 x 20m Poles

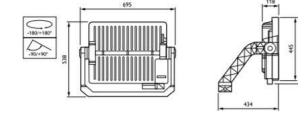
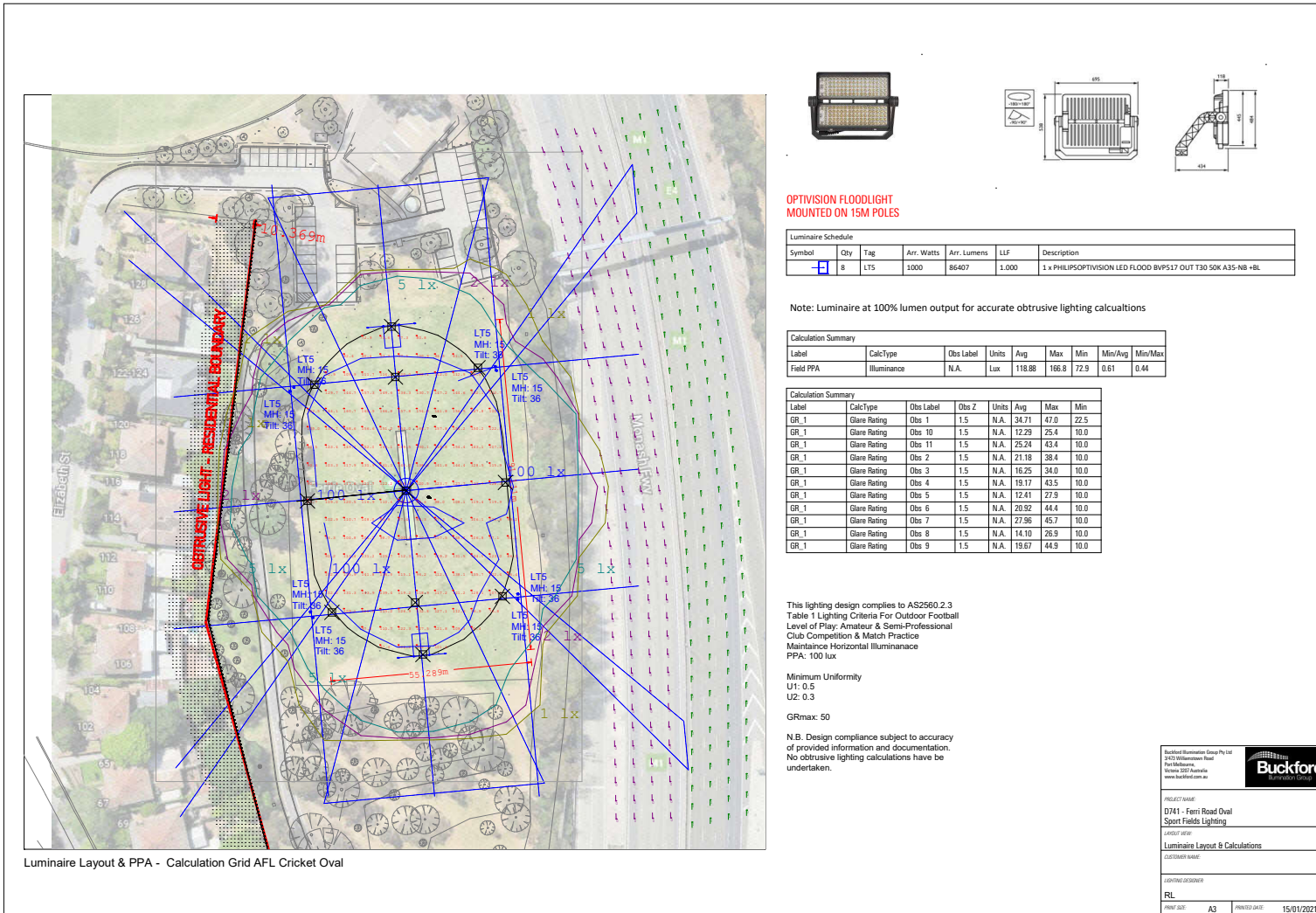


Luminaire Layout & PPA - Calculation Grid AFL Cricket Oval



## Attachment D.3.

### Lighting Calculation Plans: 4 x 15m Poles



**OPTIVISION FLOODLIGHT MOUNTED ON 15M POLES**

Luminaire Schedule						
Symbol	Qty	Tag	Arr. Watts	Arr. Lumens	LLF	Description
	8	LT5	1000	86407	1.000	1 x PHILIPSOPTIVISION LED FLOOD BVPS17 OUT T30 S0K A35-N8 +RL

Note: Luminaire at 100% lumen output for accurate obtrusive lighting calculations

Calculation Summary							
Label	CalcType	Obs Label	Units	Avg	Max	Min	Min/Avg
Field PPA	Illuminance	N.A.	Lux	118.88	166.8	72.9	0.61

Calculation Summary							
Label	CalcType	Obs Label	Obs 2	Units	Avg	Max	Min
GR_1	Glare Rating	Obs 1	1.5	N.A.	34.71	47.0	22.5
GR_1	Glare Rating	Obs 10	1.5	N.A.	12.29	25.4	10.0
GR_1	Glare Rating	Obs 11	1.5	N.A.	25.24	43.4	10.0
GR_1	Glare Rating	Obs 2	1.5	N.A.	21.18	38.4	10.0
GR_1	Glare Rating	Obs 3	1.5	N.A.	16.25	34.0	10.0
GR_1	Glare Rating	Obs 4	1.5	N.A.	19.17	43.5	10.0
GR_1	Glare Rating	Obs 5	1.5	N.A.	12.41	27.9	10.0
GR_1	Glare Rating	Obs 6	1.5	N.A.	20.92	44.4	10.0
GR_1	Glare Rating	Obs 7	1.5	N.A.	27.96	45.7	10.0
GR_1	Glare Rating	Obs 8	1.5	N.A.	14.10	26.9	10.0
GR_1	Glare Rating	Obs 9	1.5	N.A.	19.67	44.9	10.0

This lighting design complies to AS2560.2.3  
 Table 1 Lighting Criteria For Outdoor Football  
 Level of Play: Amateur & Semi-Professional  
 Club Competition & Match Practice  
 Maintainance Horizontal Illuminance  
 PPA: 100 lux

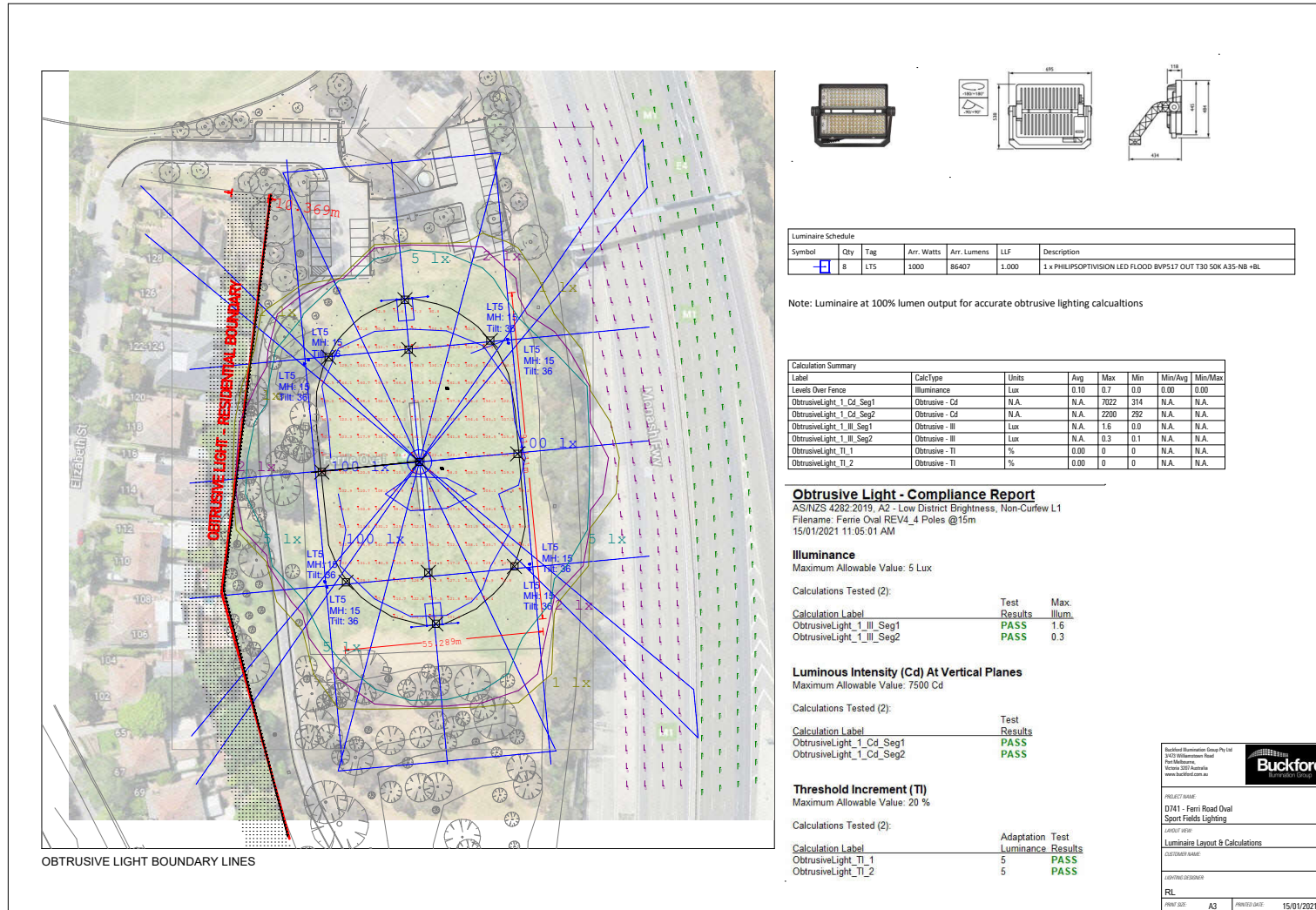
Minimum Uniformity  
 U1: 0.5  
 U2: 0.3

GRmax: 50

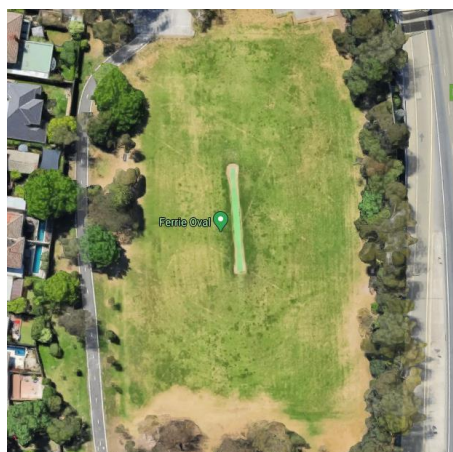
N.B. Design compliance subject to accuracy of provided information and documentation. No obtrusive lighting calculations have been undertaken.



PROJECT NAME:	
DM1 - Fern Road Oval Sport Fields Lighting	
CLIENT:	
Luminaire Layout & Calculations	
CUSTOMER NAME:	
LIGHTING DESIGNER:	
RL	
PRINT SIZE: A3	PRINTED DATE: 15/01/2021



## Ferrie Oval Floodlighting Proposal Community Engagement Report



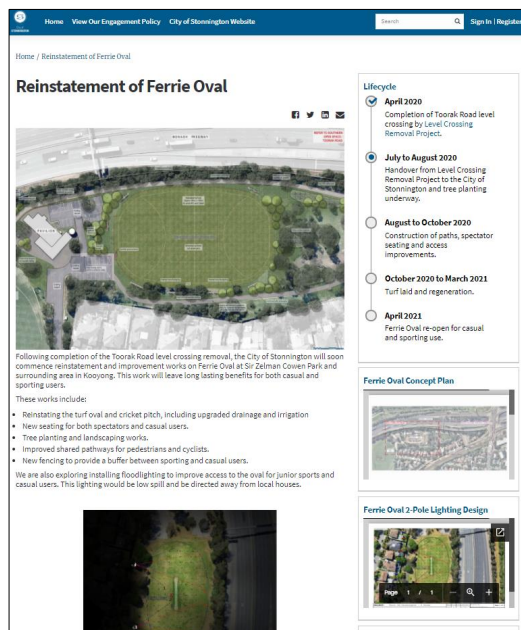
The community engagement plan for the Ferrie Oval lighting proposal included:

1	Connect Stonnington webpage	Project information and lighting design options	June 2020 – present
2	Resident letter	Information on the proposed oval and lighting redevelopment and survey, sent to 657 local residents	June 2020
3	Online survey	Completed by 405 individuals	July 2020
4	Flyer letterbox drop	Invitation to on-site information sessions on the proposed lighting, delivered to 152 local households	December 2020
5	Flyer handouts to park users	Invitation to on-site information sessions handed out to 125 park users over 5 days	December 2020
6	Two on-site information sessions at Ferrie Oval	Council Officers and lighting design consultants in attendance to discuss project with residents. Two households attended session #1 and there were no attendees at session #2.	December 2020
7	Resident door-knocking	Door-knocking of households to seek feedback on the three lighting design options.	March 2021
8	Ongoing liaison with sports clubs	GIJFC, junior cricket club tenants, other sports clubs based at Sir Zelman Cowen Park	May 2020 – present
9	Ongoing correspondence with residents	Regular communication and responses to queries from local residents of Elizabeth Street and Talbot Crescent	June 2020 – present

### 1. Connect Stonnington Webpage

Page views: 1,093

Provided project information and the three lighting design options:



### 2. Letter to residents

Letters advising residents of the reinstatement plan for Ferrie Oval was delivered to 657 residents in June 2020. The letter directed residents to Council's Connect Stonnington website for further project information, and to complete a survey on the proposed concept design and floodlighting.



### 3. Online survey summary

Date: July 2020  
 Respondents: 405



97% were supportive of floodlighting being introduced  
 (393) 2% were opposed (9)  
 1% were neutral (4)



93% would use the oval more if floodlighting is provided  
 3% would not use the oval more  
 4% aren't sure



91% have used the ground for junior sport



36% - walking pets

34% - casual walking



30% - fitness

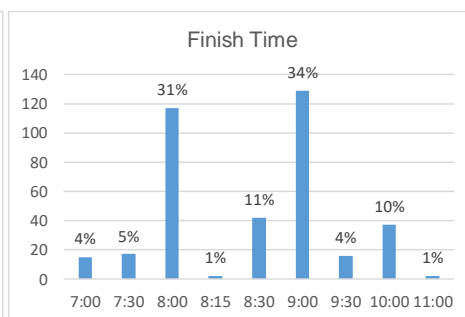
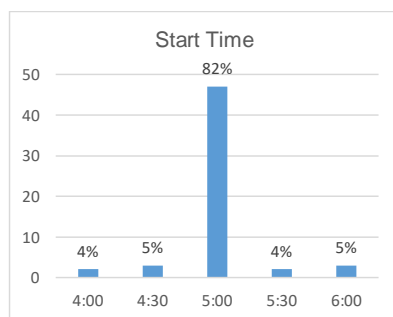


78% of respondents use the oval weekly

19% live within 1km and 62% live within 1-3km



The most popular operating times starting at 5pm (82%) and finishing at 8pm (31%), 8:30pm (11%) and 9pm (34%).





### Survey Comments

258 respondents provided comments on the Ferrie Oval redevelopment concept design, of which 169 were statements about the floodlighting. 166 comments (98%) were supportive of floodlighting and 3 (2%) were negative towards the installation of floodlighting.

The most common themes within the survey comments were:

- Increases opportunities for junior sports participation (36 mentions).
- Improves safety (28).
- Encourages casual community use for walking/ exercise/ dog walking (7).
- Well thought through lighting design, considerate of local residents (5).
- Will support the recovery of community sport from COVID-19 (4).
- Supports female sport and recreation participation through feeling safer and more comfortable (5).

Comments in favour of the floodlighting included:

- Would provide more opportunities for our children to participate in sporting activities, which is so beneficial both health wise and for local social interaction;
- Significantly increases and improves the security and safety in the area;
- Needed due to the rise in female football participation numbers;
- Need to maximise the use of what we have due to the limited amount of green space in Stonnington;
- As a female, I would feel much safer exercising there at night if there were lights;
- Post COVID, being able to cater for more kids will be vital to get them back to fitness and assist their mental health;
- Would increase safety for walkers after business hours in the winter months;
- I walk my dog and would appreciate lighting and feel much safer walking there;
- As a smaller oval it's important that it can be used for training by younger footballers;
- Floodlighting would allow for extended use for both casual and sporting users;
- Would improve safety for dog walkers/ runners & benefit local sporting clubs;
- Would relieve the congestion on Righetti Oval, which is overcrowded in winter;
- Would make training more accessible and enjoyable;
- Vital for junior sport.

There were three comments that were not in favour of the floodlighting:

- Low spill lighting facing away from residents homes is a misnomer.
- New floodlights on Righetti Oval have had very little use to date.
- My concerns as a local resident are around floodlighting.

**4. Resident Submission**

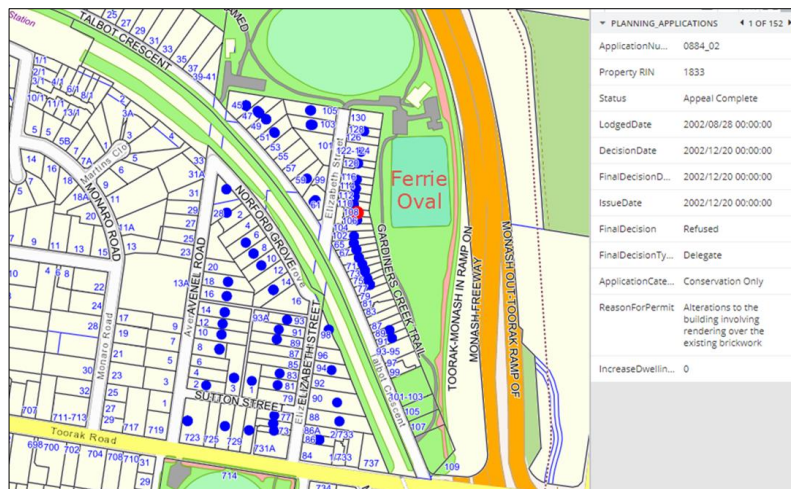
A submission was provided by two residents, which included results of their own survey, completed by 33 local residents. Of these respondents, 17 residents (51.5%) were opposed to the introduction of floodlights, 15 residents (45.5%) were in support, and one resident (3%) was impartial. Other feedback on the floodlighting included:

- 85% of these residents would not use the ground for active recreation if it were lit.
- The preferred floodlight hours of use (by 70% of respondents) is from 5pm – 8pm.
- 91% requested that the lights be on automatic timer to ensure they switch off at the end of training.
- 42% preferred the 4 x 15m light pole design, 27% preferred the 2 x 24m light pole design, and 30% were unsure.

**5. Project flyer/ invitation to information sessions**

In December 2020, flyers were delivered to 152 households situated in close proximity to Ferrie Oval, inviting them to attend an on-site information session on the sports lighting proposal with Council Officers and the lighting consultant.

Flyers were also handed out to park users by Council Officers over 5 days in December, with 125 flyers handed out.



Dear resident

**FERRIE OVAL - SPORTS LIGHTING PROPOSAL  
INVITATION TO INFORMATION SESSION**

Following the occupation of Ferrie Oval by the Level Crossing Removal Authority, the oval and surrounds are being restored and upgraded.

One item under consideration in the upgrade is the installation of sports lighting - to improve opportunities for community participation in sport and recreation.

If supported, the lighting would allow Glen Iris Junior Football Club to train during the winter season, and make the oval more accessible to the community for activities such as walking, dog walking, exercising and jogging.

To help us determine the level of support for the sports lighting proposal, residents who live near Ferrie Oval are invited to an information session, where the lighting design consultant and Council staff will discuss the proposal and answer questions.

**Session dates/times**

- Tuesday 15 December, 12:00pm
- Thursday 17 December, 5:00pm

**Location**  
Ferrie Oval  
Sir Zelman Cowen Park, Kooyong



To ensure social distancing can be maintained, each session will be capped at 15 residents. Please register for your preferred session by visiting the following website: [bit.ly/ferrieoval](http://bit.ly/ferrieoval)



Scan here

Please note, at least one registration is required for an information session to proceed. Sessions without any registrations will not go ahead.

For enquiries, please contact:  
Patrick Boyd, Senior Liaison and Active Space Planner on  
[pboyd@stonnington.vic.gov.au](mailto:pboyd@stonnington.vic.gov.au)



## 6. On-site information sessions

Two on-site information sessions were held at Ferrie Oval in December. The sessions were hosted by Council Officers from the Recreation and Parks Units. The lighting design consultant, BRT, attended to provide technical information on the proposed lighting designs. A 2-page handout was provided to attendees, providing an update on the project proposal.

- Session one: 5 attendees (three residents from two households, two GIJFC representatives).
- Session two: no attendees.

Items discussed included:

- The lighting design options, including the number, height, position and colour of poles.
- Australian Standards, including obtrusive lighting and illuminance (lux) levels.
- Usage schedule, including age groups, number of teams and players, and an automatic timer.
- Project timeline.
- Car parking restrictions.
- Whether conditions can be added to a building permit.

## 7. Liaison with Sports Clubs

Ferrie Oval's three tenant sports clubs attended consultation sessions led by Council Officers in early 2020 as part of the development of a sports facilities plan for Sir Zelman Cowen Park. Council Officers have been in regular communication with the Glen Iris Junior Football Club regarding the floodlighting proposal.

The two junior cricket clubs based at Ferrie Oval, and eight other sports clubs based at Sir Zelman Cowen Park, were informed of the concept plan and online survey and invited to provide feedback.

The Yarra Junior Football League (in which the GIJFC participates) was also consulted and provided its support to the proposed floodlighting plan.

## 8. Resident door-knocks

As a further layer of consultation, in March Council Officers door-knocked households in Elizabeth St and Talbot Crescent to seek their individual feedback on the three lighting design options. Of the five households who wished to discuss the lighting proposal, three households were in favour of the 4 x 15m pole design, one was in favour of the 4 x 20m pole design, and one was in favour of the 2 x 24m pole design. None of the residents had any objections to the installation of lighting, or the proposed illuminance of 100 lux (required for football training as per Australian Standard AS2560.2.3). Several indicated their strong support for junior sport on Ferrie Oval, and to proceed as necessary in order to achieve the best quality outcome for participants.

## 9. Ongoing Correspondence with Residents

Council Officers have maintained an open line of communication with local residents since the letter advising residents of the Ferrie Oval redevelopment was mailed to residents in June 2020. A range of queries on the lighting design and other subject matters have been discussed and responded to, including:

- The reasons for the need for lighting at Ferrie Oval.
- Particulars of the lighting design. From this, an alternate design option has been developed (4 x 15m poles).
- Hours of operation.
- Dimmed lighting for active recreational use.
- Impacts on car parking in local streets. From this, Council's Traffic and Transport unit has committed to carrying out an investigation into increasing parking restriction, should the floodlighting proposal be approved.
- Safety lighting around the pavilion and car park. From this, a car park security lighting design has been developed, to be included within the project scope.
- The concept plan for the overall ground redevelopment.

## Ferrie Oval Redevelopment

### Submission

This submission is made on behalf of the surveyed residents of Elizabeth Street and Talbot Crescent who will be most directly affected by the proposed redevelopment of Ferrie Oval. The surveys were distributed to residents and completed during the period of 16 to 31 July 2020. The survey questions are set out in Annexure A and the results of the surveys are set out in Annexure B.

### Background

The Stonnington Council is proposing to redevelop Ferrie Oval and surrounding open space following the completion of the Toorak Road Level Crossing Removal Project. Council is undertaking a community consultation process with local residents, park users, sports clubs and other users in relation to the redevelopment.

Whilst the proposed redevelopment will have benefits for the broader community, the main party to benefit from the redevelopment will be the Glen Iris Junior Football Club who will have a central training base at Ferrie Oval with floodlighting that will allow its 31 teams (720 players) to train 3 or 4 nights a week from 4.30 pm until 9.00 pm (although the exact hours are not known). Previously the oval was only used by the Club for training on Fridays between 4.30 pm and 6.00 pm.

The Council together with the Level Crossing Authority is funding the redevelopment; however only the Council is funding the floodlights (with a possible contribution from the Club). This apparently means that the Club does not have to lodge a planning permit application for the floodlights. Only a building permit will be required.

It has been represented by Council that there is no agreement in place between the Council/LXRA and the Glen Iris Junior Football Club. Based on various posts on the GIJFC website including the following one on 19 June 2019 Council has been in discussions with the Club for the last 3 years and the Club has made detailed submissions to Council. This all suggests that in principle agreement has been in place for some time. One may well ask why it is the football club which is given compensation for their "significant inconvenience" from Council funds when it is the rate paying residents who are kept in the dark about proposed plans, have been most directly impacted by the LXRA works, noise and dust for the last 12 months and receive no compensation?

#### Lights on Ferrie Oval

As a matter of interest, by way of compensation to the Gladiators Football Club for the significant inconvenience that we will suffer by reason of losing access to Ferrie Oval for 1-2 years we have asked both Stonnington Council and the Level Crossing Removal Authority to assist with Planning Approval and funding for **Installation of floodlights on Ferrie Oval**. We believe that this installation could take place during the Ferrie Oval reinstatement period after the Level Crossing Removal works have completed. At present there are no lights on Ferrie Oval and during most of the season we cannot use the ground much past 5pm due to the fading light. To have lights on Ferrie Oval would mean that we could make much more use of the oval throughout the season.

We will keep you informed of further developments as they arise...

Filed Under: Administration, Footy  
Tagged With: Lighting

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### Survey Findings

A summary of the key survey findings are as follows:

- » 26 out of 33 residents stated that they would not use Ferrie Oval more as a result of the redevelopment.
- » 25 out of 33 residents stated that they would not use Ferrie Oval for recreational use after training if the floodlights are dimmed.
- » 12 out of 17 residents in Elizabeth Street (who are most affected by the floodlights) oppose the installation of the floodlights.
- » 23 out of 33 residents believe the floodlights should operate between 5.00 and 8.00pm.
- » 30 out of 33 residents believe the floodlights should be automatically switched off at latest permissible time (8.00pm).
- » 27 out of 33 residents are in favour of the separate bike path on the Monash freeway side.
- » 27 out of 33 residents support parking restrictions in Elizabeth Street and Talbot Crescent.
- » 20 out of 33 residents support parking restrictions (permit parking only) on both sides of Elizabeth Street.
- » 22 out of 33 residents support parking restrictions (permit parking only) in Talbot Crescent.
- » 10 out of 17 residents in Elizabeth Street would prefer parking restrictions to apply between 1 March and 30 September (one month earlier than currently applies).
- » 50 % of residents in Talbot Crescent prefer parking restrictions to apply between 1 March and 30 September and 50 % would prefer parking restrictions to apply between 1 April and 30 September.
- » 30 out of 33 residents would like Council to prioritise re-surfacing the road in Talbot Crescent once the landscaping for the level crossing project is completed.

### General Comments

Residents were also given the opportunity to provide some general comments on the redevelopment and their interaction with Council. Some these comments are set out below.

- » Unfair on residents to have football traffic 6 days of the week.
- » Lack of parking for our friends and family is a problem during football season. This will only get worse unless further parking restrictions are imposed.
- » Council need to listen to local residents and not a domineering football club.
- » Talbot Crescent should be closed to through traffic and be for local use only.

- » We were not consulted by Council when the Righetti Oval floodlights were installed. We get bright lights shining in our children's bedrooms.
- » Increasing training from 1 night to 4 nights per week seems excessive.
- » More money should be spent on other facilities for recreational users rather than large sums of our ratepayer money for one football club.
- » Ferrie Oval should be reserved for passive recreation. Most other areas are purpose built for sport.
- » There should be larger car park capacity at Righetti Oval pavilion.
- » What about basketball hoops, hits walls and other activities for kids who do not play team sport.
- » More parking/carparks are needed as part of redevelopment and the increased use of the parkland.
- » Righetti oval floodlights are of concern to drivers driving towards them.
- » Additional trees and vegetation should be looked at to reduce noise levels that are accentuated by Monash freeway sound walls.

### Requests

We request that Council:

- » takes into account the above findings and views of the local residents in its plans for the redevelopment of the Righetti Oval and in its decision whether to fund and install the proposed floodlights;
- » provides the residents with the conditions to be attached to the proposed building permit for the redevelopment and the floodlights for review and comment;
- » restricts the operation of the floodlights on Ferrie Oval so that they automatically switch off at no later than 8.00pm and are not illuminated during daylight saving or on Saturday or Sunday;
- » restrict the number of days of training to 2 days per week (not 4 days);
- » restricts the height of the floodlight poles to 15 metres and plants mature trees which will eventually provide a screen to diminish the light spillage from the floodlights;
- » prioritises the re-surfacing of the road in Talbot Crescent;
- » consults with residents who are currently experiencing problems with the floodlights on Righetti Oval and adjust the baffling if required;
- » introduces further parking restrictions (and associated parking permits) in Elizabeth Street on both sides of the street between 1 March and 30 September; and



» introduces parking restrictions (and associated parking permits) in Talbot Crescent between 1 March and 30 September.

These are not demands, they are well thought out requests based on resident feedback and we believe provide a reasonable balance between the various stakeholders associated with this redevelopment. With these measures we are confident that the impact of the redevelopment can be kept to an acceptable level and the amenity of the residents not adversely affected.

#### **Consultation Process**

We recognise that Council has separately undertaken a community consultation process with local residents, park users, sports clubs and other users in relation to the redevelopment and has an on-line survey of its own.

We appreciate that our views and submission are likely to be dwarfed by the responses you receive from the parents and members of the Glen Iris Junior Football Club. The President of the Club in his latest posts on the website has clearly rallied the troops and is expecting at least 300 responses to the Council survey on the redevelopment and encourages members and "your other family members to complete the survey as the more people in favour of the proposal the better."

However, we ask that the views of those most directly affected by the redevelopment and the consequential increase in traffic be given greater weight in Council's deliberations in relation to this redevelopment and our requests above.

**Alan Maclean**  
116 Elizabeth Street  
0419 337 561

**Terry Pacini**  
112 Elizabeth Street  
0407 304 223

## **Annexure A**

### **Use of Ferrie Oval**

Would you use the Ferrie Oval precinct more as a result of the proposed redevelopment?

Yes No (Please circle)

Would you use Ferrie oval at night after football training for recreational use if the floodlights were dimmed?

Yes No (Please circle)

### **Floodlights**

Do you support the installation of floodlights at Ferrie oval?

Yes No (Please circle)

If floodlights are installed how high should the floodlight poles be?

*Preliminary design is for two 25 metre poles.*

*For reference the Righetti oval floodlight poles are 30 metres high.*

15M

20M

25M (Please circle)

What hours should the floodlights operate during the football season (1 April to 30 September)?

5.00pm to 9.00pm

5.00pm to 8.30pm

5.00pm to 8.00pm (Please circle)

Do you find the Righetti oval baffling on the floodlights satisfactory?

Yes No (Please circle)

Should the floodlights be automatically switched off at the latest permissible time?

Yes No (Please circle)

### **Separate Bike Path**

Do you support a separate path on the eastern freeway side of the oval for bikes and other higher speed traffic?

Yes No (Please circle)

**Parking Restrictions**

Given the higher volume of traffic should there be further parking restrictions during the football season:

**In Elizabeth Street**    Yes    No    (Please circle)

If yes, should there be restrictions on one side or both sides of Elizabeth Street?

One side    Both sides    (Please circle)

Which months should the restrictions apply (currently April to September)?

April to September

March to September

Another period    (Please circle)

If another period, please specify:

**In Talbot Crescent**    Yes    No    (Please circle)

Which months should the restrictions apply (currently only no standing on the railway side applies)?

April to September

March to September

Another period    (Please circle)

If another period, please specify:

Once the redevelopment of Ferrie Oval and the landscaping for the Level Crossing project has been completed would you be in favour of Council re-surfacing Talbot Crescent?

Yes    No    (Please circle)

**Other Comments**

Do you have any other comments on the proposed redevelopment of Ferrie Oval?

**Annexure B****Ferrie Oval Redevelopment Resident Survey Results****Elizabeth Street North Residents (Responses from 17 of 18 residents)**

<b>Question</b>	<b>Responses</b>
Would you use the Ferrie Oval precinct more as a result of the proposed redevelopment?	15 No 2 Yes
Would you use Ferrie oval at night after football training for recreational use if the floodlights were dimmed?	15 No 1 Yes 1 No response
Do you support the installation of floodlights at Ferrie oval?	12 No 4 Yes 1 No response
How high should the floodlight poles be?	10 (15 M) 3 (25 M) 4 No responses
What hours should the floodlights operate during the football season (1 April to 30 September)?	12 (5.00 to 8.00 pm) 3 (5.00 to 9.00 pm) 2 No response
Do you find the Righetti oval baffling on the floodlights satisfactory?	6 No 5 Yes 5 No response
Should the floodlights be automatically switched off at the latest permissible time?	15 Yes 2 No
Do you support a separate path on the eastern freeway side of the oval for bikes and other higher speed traffic?	12 Yes 5 No
Given the higher volume of traffic should there be further parking restrictions during the football season?	13 Yes 4 No
If yes, should there be restrictions on one side or both sides of Elizabeth Streets?	8 Both Sides 4 One Side 2 No restrictions

Which months should the restrictions apply (currently April to September)?	10 March to September 5 April to September 2 No restrictions
If yes, should there be parking restrictions in Talbot Crescent?	11 Yes 4 No 2 No response
Which months should the restrictions apply (currently April to September)?	9 March to September 3 April to September 5 No restrictions
Once the redevelopment of Ferrie Oval and the landscaping for the Level Crossing project has been completed would you be in favour of Council re-surfacing Talbot Crescent?	16 Yes 1 No

**Talbot Crescent East Residents (Responses from 7 of 11 residents)**

Question	Responses
Would you use the Ferrie Oval precinct more as a result of the proposed redevelopment?	4 No 3 Yes
Would you use Ferrie oval at night after football training for recreational use if the floodlights were dimmed?	4 No 3 Yes
Do you support the installation of floodlights at Ferrie oval?	2 No 5 Yes
How high should the floodlight poles be?	2 (15 M) 3 (25 M) 2 No responses
What hours should the floodlights operate during the football season (1 April to 30 September)?	6 (5.00 to 8.00 pm) 1 (5.00 to 9.00 pm)
Do you find the Righetti oval baffling on the floodlights satisfactory?	2 No 2 Yes 3 No responses/NA
Should the floodlights be automatically switched off at the latest permissible time?	6 Yes 1 No response
Do you support a separate path on the eastern freeway side of the oval for bikes and other higher speed traffic?	7 Yes

Question	Responses
Given the higher volume of traffic should there be further parking restrictions during the football season?	6 Yes 1 No
If yes, should there be restrictions on one side or both sides of Elizabeth Streets?	5 Both Sides 1 One Side 1 No restrictions
Which months should the restrictions apply (currently April to September)?	2 March to September 4 April to September 1 No restrictions
If yes, should there be parking restrictions in Talbot Crescent?	6 Yes 1 No
Which months should the restrictions apply (currently April to September)?	2 March to September 4 April to September 1 No restrictions
Once the redevelopment of Ferrie Oval and the landscaping for the Level Crossing project has been completed would you be in favour of Council re-surfacing Talbot Crescent?	6 Yes 1 No

**Talbot Crescent West Residents (Responses from 9 of 12 residents)**

Question	Responses
Would you use the Ferrie Oval precinct more as a result of the proposed redevelopment?	7 No 2 Yes
Would you use Ferrie oval at night after football training for recreational use if the floodlights were dimmed?	9 No 0 Yes
Do you support the installation of floodlights at Ferrie oval?	3 No 6 Yes
How high should the floodlight poles be?	2 (20 M) 3 (25 M) 4 No response
What hours should the floodlights operate during the football season (1 April to 30 September)?	5 (5.00 to 8.00 pm) 1 (5.00 to 8.30 pm) 1 (5.00 to 9.00 pm)

Question	Responses
	2 No response
Do you find the Righetti oval baffling on the floodlights satisfactory?	2 No 5 Yes 2 No response/NA
Should the floodlights be automatically switched off at the latest permissible time?	9 Yes 0 No
Do you support a separate path on the eastern freeway side of the oval for bikes and other higher speed traffic?	9 Yes 0 No
Given the higher volume of traffic should there be further parking restrictions during the football season?	8 Yes 1 No
If yes, should there be restrictions on one side or both sides of Elizabeth Streets?	5 Both Sides 3 One Side 1 No restrictions
Which months should the restrictions apply (currently April to September)?	3 March to September 5 April to September 1 No restrictions
If yes, should there be parking restrictions in Talbot Crescent?	4 Yes 5 No
Which months should the restrictions apply (currently April to September)?	2 March to September 2 April to September 5 No restrictions
Once the redevelopment of Ferrie Oval and the landscaping for the Level Crossing project has been completed would you be in favour of Council re-surfacing Talbot Crescent?	8 Yes 1 No

## 14.4 Ferrie Oval Floodlighting Proposal

MOTION:

MOVED: Cr Matthew Koce

SECONDED: Cr Marcia Griffin

**That Council:**

**1. NOTE the feedback from the community consultation process for the Ferrie Oval floodlighting proposal;**

**2. APPROVE the recommended floodlighting design for Ferrie Oval (Option 3 - four x 15m high light poles);**

**3. ENDORSE the usage schedule for formal sport and active recreation as outlined in the table below, and that this be controlled by automatic timer by Council.**

Day	Time	Type of Use
Monday	5.00pm - 9.00pm	Active Recreation (dimmed lighting level)
Tuesday	No lighting	No lighting
Wednesday	5.00pm - 7.30pm	Junior Football Training
	7.30pm - 9.00pm	Active Recreation (dimmed lighting level)
Thursday	5.00pm - 7.30pm	Junior Football Training
	7.30pm - 9.00pm	Active Recreation (dimmed lighting level)
Friday	5.00pm - 7.30pm	Junior Football Training

**4. AUTHORISE the CEO to develop and execute a 10-year license agreement with the Glen Iris Junior Football Club in return for their \$100,000 capital contribution.**

**5. APPROVE Officers to consult abutting properties on the following proposals:**

- a. Install Permit Zone restrictions operating 8am to 8pm Wednesday to Sunday, March to September, on the west side of Elizabeth Street from Talbot Crescent to the dead end.**
- b. Install Permit Zone restrictions operating 8am to 8pm Wednesday to Sunday, March to September, on the north side of Talbot Crescent, between 45 Talbot Crescent to 99 Talbot Crescent.**

**6. NOTE that the results of both parking consultations will be reported back to Council for decision.**

**7. NOTE the proposed planting of 10 new large trees on the western side of the oval.**



Ordinary Council Meeting 29 March 2021 - Minutes

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A Division was called by Cr Koce:

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

Against: nil

Absent: nil

The motion was declared

**Carried**

## 14.5 Victory Square Off-Lead Dog Park - Fencing

MOTION:

MOVED: Cr Nicki Batagol

SECONDED: Cr Melina Sehr

***That Council:***

- 1. NOTE the assessment of a fully fenced option versus part fenced option for Victory Square based on the community feedback;***
- 2. NOTE the various safety, accessibility, compliance and maintenance issues with creating a fully enclosed park for dog off leash activity;***
- 3. DOES NOT ENDORSE the full enclosure of Victory Square for specific dog off leash activities;***
- 4. NOTE that planting density with suitable planting that is robust and forms an environmentally friendly barrier will be increased in the area of the path and embankment where Victory Square meets Toorak Park***
- 5. NOTE that officers will engage with the Cricket Club to arrange for the maintenance and pedestrian access gates be moved closer to the maintenance sheds so as they don't align with the walking path into Victory Square to discourage unwanted access and report back to ward Councillors should an appropriate solution not be achievable.***
- 6. NOTE drainage issues in the north east corner of the park will be investigated.***
- 7. NOTE officers will investigate costs associated with the relocation of the drinking fountain to the east of the park and report back to ward Councillors.***
- 8. NOTE additional Planting to be undertaken around the playground and southern perimeter***
- 9. NOTE additional planting to be undertaken around the entrance to the park at Aubrey Street to minimise the risk of unsupervised children and dogs accessing the road network.***
- 10. NOTE community consultation will be undertaken as part of the next stage of the Toorak Park Masterplan.***

**Carried**

18 of 20

Ref: 21/67501

21 April 2021



Occupier  
Properties abutting Elizabeth Street (from Talbot Crescent to the north end)  
KOOYONG VIC 3144

Dear Sir/Madam

**ELIZABETH STREET, KOOYONG – PROPOSED PARKING RESTRICTIONS**

The purpose of this letter is to advise you a proposal to modify the existing on-street parking arrangement on the west side of Elizabeth Street, Kooyong.

At the Council Meeting on 29 March 2021, Council considered a report on the community consultation result for the Ferrie Oval floodlighting proposal, in which residents also requested the review of the parking restrictions in nearby streets. If you wish to read the report that was presented to Council, it is available on the website:

<https://www.stonnington.vic.gov.au/Home> >> Menu >> About >> About Council >> Council Meetings >> Minutes and Agenda >> 29 March 2021 Ordinary Meeting >> Council Agenda on Page 40-46

For your street, Council approved officers to consult on a proposal to:

***“Install Permit Zone restrictions operating 8am to 8pm Wednesday to Sunday, March to September, on the west side of Elizabeth Street from Talbot Crescent to the dead end.”***

The intent of the proposal is to protect residents in potential parking overflow during training periods.

We invite you to indicate your support, or otherwise, for the above proposal (as shown on the attached plan):

Please note we are also consulting properties abutting Talbot Crescent of a similar proposal.

To have your say please complete and return the attached questionnaire by close of business Wednesday 5 May 2021.

Before responding we strongly encourage you to read the included information sheets enclosed:

- Residential Parking Permit information sheet; and
- **PERMIT ZONE RESTRICTIONS – Things to Consider** sheet.

If you choose not to respond we will assume you have no preference on the parking restrictions which may be installed in your street.

At the close of the questionnaire period, all responses will be reported to Council before a final decision is made. All property occupiers consulted will be advised of the decision made.

If you have any questions please telephone Joan Ramos on 8290 2013.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Kyrkylis'.

Peter Kyrkylis

**TRANSPORT AND PARKING COORDINATOR**

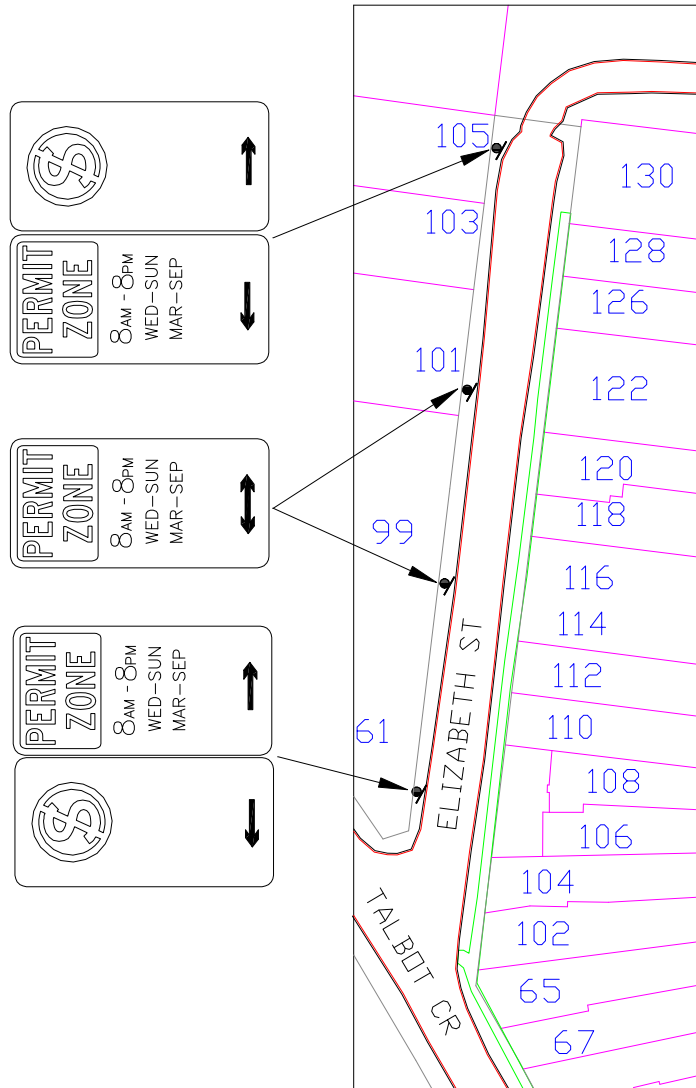
Enc: Signage Plan  
PERMIT ZONE RESTRICTIONS – Things to Consider sheet  
Residential Parking Permit information  
Elizabeth Street Questionnaire  
Reply Paid envelope

Cc: North Ward Councillors

Stonnington City Centre  
311 Glenferrie Road, Malvern  
Prahran Town Hall  
Corner Chapel and Greville Streets  
Depot  
293 Tooronga Road, Malvern

PO Box 58, Malvern Victoria 3144  
T 8290 1333  
F 9521 2255  
council@stonnington.vic.gov.au  
AUSDOC DX 30106  
**STONNINGTON.VIC.GOV.AU**

**SIGNAGE PLAN**  
Elizabeth Street, Kooyong – Proposed Parking Restrictions



Parking signs proposed to be installed on existing poles.

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## PERMIT ZONE RESTRICTIONS – THINGS TO CONSIDER

Before indicating your preference regarding a PERMIT ZONE restriction in your street please consider the following:

### Parking Restrictions

1. Parking restrictions will not be excluded from individual property frontages upon request. Only frontages which are not residential, or frontages where the abutting property is ineligible to participate in the Scheme, will be excluded. **If you are unsure about your eligibility for a resident parking permit, please call our Customer Service Centre on 8290 1333.**

### Parking Permits

2. A PERMIT ZONE parking restriction requires all parked vehicles display a resident parking permit to exempt them from the restriction.
3. In your area up to four parking permits are available per eligible household. The first two permits are issued free of charge (either two fixed permits tied to two registrations, or one fixed permit tied to one registration, and one variable not tied to a registration, used for visitors).  
Permits three and four are issued for an annual fee of \$98 and \$109 respectively (fees are current for the 2020-21 financial year, and may be subject to change), and can either be fixed or variable. This cost is applicable to all properties eligible to participate in the Scheme, and no variations will be made.  
More information about the use of parking permits and the operation of the scheme is outlined in the attached "Resident Parking Permit Scheme – Conditions and Information".
4. Residents of developments, approved on or after 19 March 2007, may not be eligible for resident parking permits. **If you are unsure about your eligibility for a resident parking permit, please call our Customer Service Centre on 8290 1333.** If you have a restriction on your property that excludes you from obtaining a resident parking permit, this will not be varied under any circumstance.

### Other Matters

5. No previous correspondence (including emails or signing the petition) will be considered as support for the proposal. For your view on this proposal to be considered, please complete the attached questionnaire.
6. Please note if you choose not to respond we will assume you have no preference on the parking restrictions which may be installed in your street.
7. Officers are authorised to abandon this proposal if the response rate (the number of properties responding divided by the total number of properties consulted, expressed as a percentage) is below 30%.

## RESIDENT PARKING PERMIT SCHEME – CONDITIONS AND INFORMATION

**City of Stonnington**  
**T 8290 1333**  
**F 9521 2255**  
**Mail**  
 City of Stonnington  
 PO Box 58, Malvern Victoria 3144

**Service Centres**  
**- Stonnington City Centre**  
 311 Glenferrie Road, Malvern  
**- Stonnington Services and Visitor Hub**  
 Chatham Street, Prahran Square, Prahran

**Open**  
 Monday to Friday, 8.30am to 5pm  
 council@stonnington.vic.gov.au  
 stonnington.vic.gov.au

**Please read the following conditions carefully to ensure that permits are used correctly. Vehicles with permits that are parked contrary to these conditions may be issued with an infringement notice and/or the permits may be cancelled.**

1. Resident Parking Permits are designed to enable residents and their visitors to park in Residential Permit Zones and overstay certain time restrictions provided the vehicle is parked **AS CLOSE AS POSSIBLE TO THE RESIDENCE** to which the permit is issued and within the specified boundaries.

2. Residential Parking Permits may only be issued to residents where the property is their primary place of residence.

3. **Residential Parking Permits are ONLY to be used to attend or visit the residence to which they were issued.** They may not be used at any other location or for any other purpose. Permits are issued by area for administrative purposes only.

4. Resident Parking Permits allow vehicles to overstay certain time limits and be parked in residential Permit Zones but **do not apply at any time to:**  
 > outside or adjacent to non-residential and commercial premises. This applies to any point at the front, back and sides of the building. The ground floor purpose of the premise determines its commercial status  
 > primary/main roads (unless otherwise signed)  
 > off street car parks  
 > ticket parking areas  
 > parking zones of 30 minutes or less  
 > Clearways, No Stopping, Loading Zones, Truck Zones, and where prohibitive (red) signs are in force

5. Permits must be displayed in accordance with the relevant permits requirements.

6. Resident Parking Permits are invalid if used for business or commercial purposes or to park close to business premises, places of work or public transport departure points. Parking in these areas constitutes misuse of the permit.

7. Resident Parking Permits are designed for **passenger cars or motorcycles only**. Permits are **not valid** for: traders or commercial business operators; vehicles considered by Council to be designed for commercial use or constructed for carrying loads with a capacity in excess of 1,200 kilograms including utilities, trucks, trays and vans; vehicles more than six metres in length; prime movers; trailers; boats; caravans or unregistered vehicles.

8. Permits must not be transferred or sold to another person. Permits must not be duplicated in any way.

9. Faded or illegible permits must be replaced. Replacements will be issued on return of the original permit to Council. Lost permits may be replaced at the discretion of Council upon the receipt of a statutory declaration and the applicable fee.

10. The issue of a permit is at the absolute discretion of Council and does not guarantee the availability of a parking space in your street of residence.

11. The use of parking spaces may be suspended by the members of Victoria Police or by Authorised Council Officers where emergency situations arise. Permit holders must produce their permit for inspection at the request of a Council Authorised Officer or member of Victoria Police.

12. All permits are the responsibility of the person to whom they are issued. Other members of, or visitors to, the residence may also use Variable Permits. However, permit holders are responsible for ensuring that other users are aware of, and adhere to, the conditions of use of Variable Permits.

13. New residential developments where the number of dwellings on the site is increased by more than one, will be excluded from the Resident Parking Permit Scheme. Where a property is excluded from the Resident Parking Permit Scheme, no resident will be permitted to obtain any parking permits.

**WHERE PERMITS ARE USED CONTRARY TO ANY OF THE TERMS AND CONDITIONS A PARKING INFRINGEMENT NOTICE MAY BE ISSUED AND/OR THE PERMIT CANCELLED. CONTINUED MISUSE OF PARKING PERMITS OR NON-COMPLIANCE WITH THESE CONDITIONS MAY ALSO RESULT IN ALL PERMIT PRIVILEGES FOR A RESIDENCE BEING REVOKED.**

Up to two Residential Parking Permits may be issued free of charge to each rateable residential property **unless a Town Planning restriction or Council Resolution applies.**

The two free permits may consist of:  
 > 2 Specific Vehicle Permits, or  
 > 1 Specific Vehicle Permit and 1 Variable Permit

Additional permits may be available for a fee from Council's Services Centres. Telephone 8290 1333 for full details.

**Please Note:** Only one free Variable Permit is permitted per household. Additional variable permits may be issued, in accordance with permit conditions, upon payment of the appropriate fee. Residences where no Specific Vehicle Permit has been issued are not eligible to receive more than **one** Variable Permit.

It is a condition upon issuing a permit that Council may at any time request a permit holder to provide evidence satisfactory to Council and in the form of a statutory declaration or otherwise, that all Conditions of the Resident Parking Permit Scheme are being complied with by the permit holder. If Council determines that any evidence provided is not adequate or is incorrect or if no evidence is provided in a timely manner by the permit holder, then the permit may be cancelled.

Application forms are available from Council's Service Centres or via Council's website at [stonnington.vic.gov.au](http://stonnington.vic.gov.au). Proof of residency and/or vehicle ownership must be supplied with all applications as outlined on the application form.

### Commercial Property

Where a property is rated as 'commercial', the required documentation must be provided and a property inspection completed by a Council officer to confirm the residential status of the property. Properties failing to meet with all requirements will not be issued residential parking permits. Specific vehicle permits only will be issued to commercially rated premises.

### Specific Vehicle Permits

Permits are issued to a single vehicle with specific registration. Proof of vehicle ownership or use is required. Accepted documentation includes the vehicle registration or insurance certificate or VicRoads/RTA transfer papers. If a company vehicle is used, confirmation of the principle driver's details are required from a senior company manager on company letterhead. Acceptable proof of company ownership of the vehicle includes the vehicle registration documents or insurance certificate showing company name and the registration number of the vehicle.

When a vehicle or registration number is changed or replaced, proof of ownership or appropriate documentation must be submitted and the original permit returned to Council. Permits that are not returned may not be replaced until their expiry.

Should the permit holder move from the area, or the vehicle is sold or otherwise disposed of, permits must be removed from the car and returned to Council. Permits remain the property of the City of Stonnington at all times.

Specific Vehicle Permits must be affixed to the passenger side of the windscreen in the bottom corner. Permits must be clearly visible to a person standing outside the vehicle.

### Variable Permits

Permits may be used by more than one vehicle in a household or by visitors to a residence. Only one free Variable Permit is allowed per household. Additional variable permits may be issued, in accordance with permit conditions, upon payment of the appropriate fee.

Variable Permits must be hung from the rear vision mirror, in the plastic pocket provided. All permit details must be clearly visible from outside the vehicle in order to be valid. Permits must be removed from the mirror when driving.

*All permits must be displayed in the correct manner to avoid parking infringements being issued.*

### Non-car Owners

A non-car owner, residing in premises where there are no other permits issued, is eligible to apply for no more than one Variable Permit for the use of visitors to their home.

### Visitor Permits

A resident may apply for Visitor Permits for use by guests at one-off gatherings (normally limited to 3-5 permits depending on the permit area) or short stays up to one month only at the resident's home. These permits may also be obtained when residents have the use of an alternative vehicle for a short period of time (usually a few days). Visitor permits can be purchased for a fee from Council. Where the applicant does not currently hold any residential permits at the address, proof of residency will be required. Visitor Permits allow parking in residential streets when used in accordance with the permit conditions. Permits must be displayed in the same way as Variable Permits (shown above).

### Tradespersons Permits

Residents may purchase permits for the use of tradespersons, employed by the resident for the purpose of minor works to the residence. These permits may apply on commercial vehicles. The permit must be purchased prior to the commencement of the works. Permits must be displayed in the same way as Variable Permits (shown above).

For further information about Tradespersons Parking Permits contact Council's Service Centre on 8290 1333.

In accordance with the City of Stonnington Privacy Policy, personal details will only be used for the purposes relating to the Resident Parking Scheme and related departments. For further information regarding Council's Privacy policy, please contact the Privacy Officer on 8290 1333.

### Street Sweeping Exemption

Residents unable to arrange for their car to be moved while they are away on holidays or business trips may apply for a temporary Street Sweeping Exemption. Exemptions must be obtained in advance of the anticipated journey. Proof of residency and vehicle ownership may be required if the resident does not hold a current Resident Parking Permit.

Residents requiring an exemption should contact:  
**Stonnington Parking Alliance on 9058 6600**

**ELIZABETH STREET, KOOYONG**  
**PROPOSED PARKING RESTRICTIONS**



City of  
**STONNINGTON**

**IMPORTANT: Before proceeding please read 'PERMIT ZONE Restrictions – Things to Consider' enclosed.**

Ref: 21/67501

**QUESTIONNAIRE**

Do you support:

- Installation of Permit Zone restrictions operating 8am to 8pm Wednesday to Sunday, March to September, on the west side of Elizabeth Street from Talbot Crescent to the dead end?

Yes

No

\*Name:

\*Signature:

\*Address:

Telephone No:

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

**Comments**

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**RETURNING THE QUESTIONNAIRE**

Please return the questionnaire by close of business **Wednesday 5 May 2021** to: Joan Ramos - Transport and Parking.

Return the questionnaire using the enclosed Reply-Paid envelope, by email [council@stonnington.vic.gov.au](mailto:council@stonnington.vic.gov.au) or fax to 9521 2255.

WHEN ASSESSING THIS PROPOSAL, ONLY **ONE** RESPONSE PER PROPERTY WILL BE TAKEN INTO CONSIDERATION

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

Ref: 21/67504

21 April 2021



Occupier  
Properties abutting Talbot Crescent (between property number 45 and 99)  
KOOYONG VIC 3144

Dear Sir/Madam

**TALBOT CRESCENT, KOOYONG – PROPOSED PARKING RESTRICTIONS**

The purpose of this letter is to advise you of a proposal to modify the existing on-street parking arrangement on the north side of Talbot Crescent, Kooyong.

At the Council Meeting on 29 March 2021, Council considered a report on the community consultation result for the Ferrie Oval floodlighting proposal, in which residents also requested the review of the parking restrictions in nearby streets. If you wish to read the report that was presented to Council, it is available on the website:

<https://www.stonnington.vic.gov.au/Home> >> Menu >> About >> About Council >> Council Meetings >> Minutes and Agenda >> 29 March 2021 Ordinary Meeting >> Council Agenda on Page 40-46

For your street, Council approved officers to consult on a proposal to:

***“Install Permit Zone restrictions operating 8am to 8pm Wednesday to Sunday, March to September, on the north side of Talbot Crescent, between 45 Talbot Crescent to 99 Talbot Crescent.”***

The intent of the proposal is to protect residents in potential parking overflow during training periods.

We invite you to indicate your support, or otherwise, for the above proposal (as shown on the attached plan).

Please note we are also consulting properties abutting Elizabeth Street of a similar proposal.

To have your say please complete and return the attached questionnaire by close of business Wednesday 5 May 2021.

Before responding we strongly encourage you to read the included information sheets enclosed:

- Residential Parking Permit information sheet; and
- **PERMIT ZONE RESTRICTIONS – Things to Consider** sheet.

If you choose not to respond we will assume you have no preference on the parking restrictions which may be installed in your street.

At the close of the questionnaire period, all responses will be reported to Council before a final decision is made. All property occupiers consulted will be advised of the decision made.

If you have any questions please telephone Joan Ramos on 8290 2013.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Kyrkylis'.

Peter Kyrkylis

**TRANSPORT AND PARKING COORDINATOR**

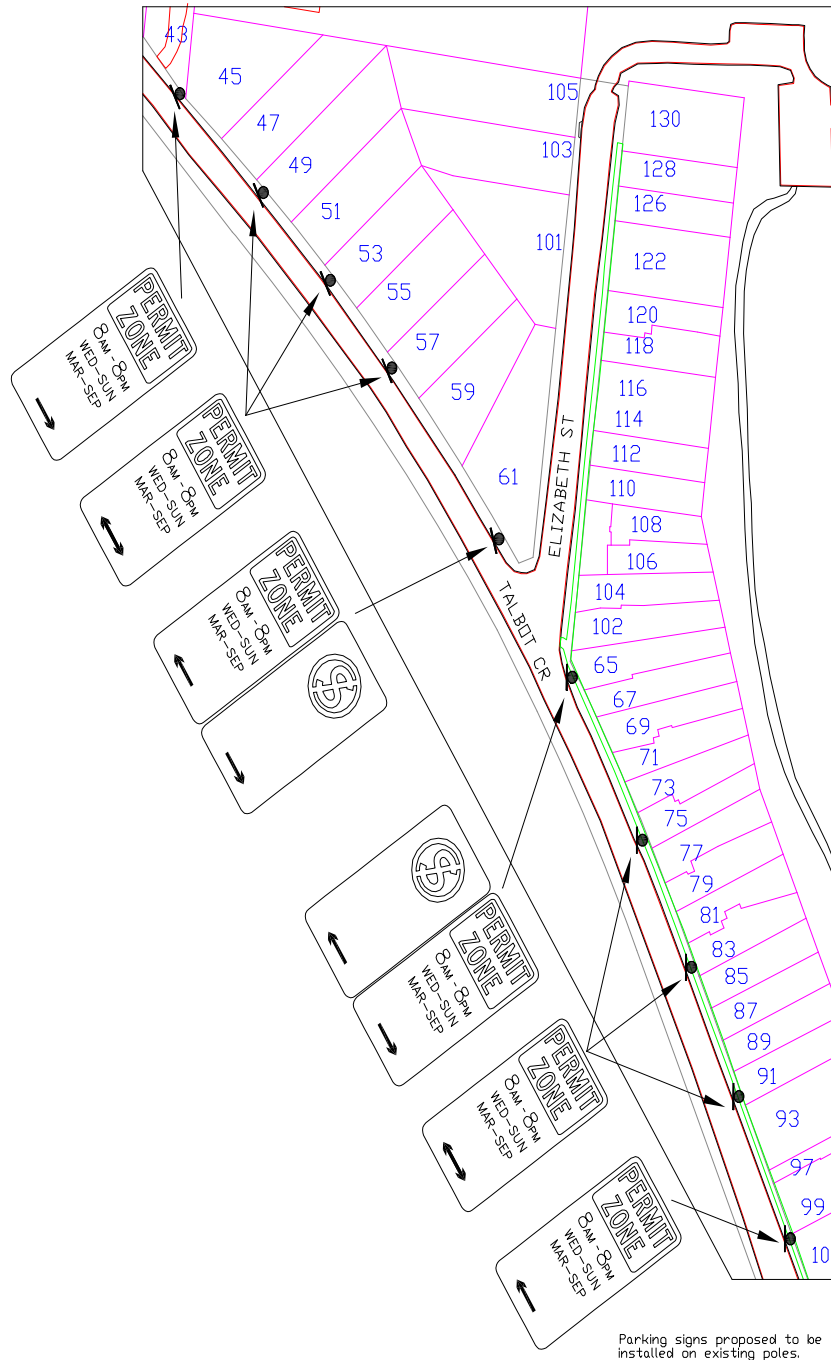
Enc: Signage Plan  
PERMIT ZONE RESTRICTIONS – Things to Consider sheet  
Residential Parking Permit information  
Talbot Crescent Questionnaire  
Reply Paid envelope

Cc: North Ward Councillors

Stonnington City Centre  
311 Glenferrie Road, Malvern  
Prahran Town Hall  
Corner Chapel and Greville Streets  
Depot  
293 Tooronga Road, Malvern

PO Box 58, Malvern Victoria 3144  
T 8290 1333  
F 9521 2255  
council@stonnington.vic.gov.au  
AUSDOC DX 30106  
**STONNINGTON.VIC.GOV.AU**

### SIGNAGE PLAN Talbot Crescent, Kooyong – Proposed Parking Restrictions





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## PERMIT ZONE RESTRICTIONS – THINGS TO CONSIDER

Before indicating your preference regarding a PERMIT ZONE restriction in your street please consider the following:

### Parking Restrictions

1. Parking restrictions will not be excluded from individual property frontages upon request. Only frontages which are not residential, or frontages where the abutting property is ineligible to participate in the Scheme, will be excluded. **If you are unsure about your eligibility for a resident parking permit, please call our Customer Service Centre on 8290 1333.**

### Parking Permits

2. A PERMIT ZONE parking restriction requires all parked vehicles display a resident parking permit to exempt them from the restriction.
3. In your area up to four parking permits are available per eligible household. The first two permits are issued free of charge (either two fixed permits tied to two registrations, or one fixed permit tied to one registration, and one variable not tied to a registration, used for visitors).  
Permits three and four are issued for an annual fee of \$98 and \$109 respectively (fees are current for the 2020-21 financial year, and may be subject to change), and can either be fixed or variable. This cost is applicable to all properties eligible to participate in the Scheme, and no variations will be made.  
More information about the use of parking permits and the operation of the scheme is outlined in the attached "Resident Parking Permit Scheme – Conditions and Information".
4. Residents of developments, approved on or after 19 March 2007, may not be eligible for resident parking permits. **If you are unsure about your eligibility for a resident parking permit, please call our Customer Service Centre on 8290 1333.** If you have a restriction on your property that excludes you from obtaining a resident parking permit, this will not be varied under any circumstance.

### Other Matters

5. No previous correspondence (including emails or signing the petition) will be considered as support for the proposal. For your view on this proposal to be considered, please complete the attached questionnaire.
6. Please note if you choose not to respond we will assume you have no preference on the parking restrictions which may be installed in your street.
7. Officers are authorised to abandon this proposal if the response rate (the number of properties responding divided by the total number of properties consulted, expressed as a percentage) is below 30%.

## RESIDENT PARKING PERMIT SCHEME – CONDITIONS AND INFORMATION

**City of Stonnington**  
**T 8290 1333**  
**F 9521 2255**  
**Mail**  
 City of Stonnington  
 PO Box 58, Malvern Victoria 3144

**Service Centres**  
**- Stonnington City Centre**  
 311 Glenferrie Road, Malvern  
**- Stonnington Services and Visitor Hub**  
 Chatham Street, Prahran Square, Prahran

**Open**  
 Monday to Friday, 8.30am to 5pm  
 council@stonnington.vic.gov.au  
 stonnington.vic.gov.au

**Please read the following conditions carefully to ensure that permits are used correctly. Vehicles with permits that are parked contrary to these conditions may be issued with an infringement notice and/or the permits may be cancelled.**

1. Resident Parking Permits are designed to enable residents and their visitors to park in Residential Permit Zones and overstay certain time restrictions provided the vehicle is parked **AS CLOSE AS POSSIBLE TO THE RESIDENCE** to which the permit is issued and within the specified boundaries.

2. Residential Parking Permits may only be issued to residents where the property is their primary place of residence.

3. **Residential Parking Permits are ONLY to be used to attend or visit the residence to which they were issued.** They may not be used at any other location or for any other purpose. Permits are issued by area for administrative purposes only.

4. Resident Parking Permits allow vehicles to overstay certain time limits and be parked in residential Permit Zones but **do not apply at any time to:**  
 > outside or adjacent to non-residential and commercial premises. This applies to any point at the front, back and sides of the building. The ground floor purpose of the premise determines its commercial status  
 > primary/main roads (unless otherwise signed)  
 > off street car parks  
 > ticket parking areas  
 > parking zones of 30 minutes or less  
 > Clearways, No Stopping, Loading Zones, Truck Zones, and where prohibitive (red) signs are in force

5. Permits must be displayed in accordance with the relevant permits requirements.

6. Resident Parking Permits are invalid if used for business or commercial purposes or to park close to business premises, places of work or public transport departure points. Parking in these areas constitutes misuse of the permit.

7. Resident Parking Permits are designed for **passenger cars or motorcycles only**. Permits are **not valid** for: traders or commercial business operators; vehicles considered by Council to be designed for commercial use or constructed for carrying loads with a capacity in excess of 1,200 kilograms including utilities, trucks, trays and vans; vehicles more than six metres in length; prime movers; trailers; boats; caravans or unregistered vehicles.

8. Permits must not be transferred or sold to another person. Permits must not be duplicated in any way.

9. Faded or illegible permits must be replaced. Replacements will be issued on return of the original permit to Council. Lost permits may be replaced at the discretion of Council upon the receipt of a statutory declaration and the applicable fee.

10. The issue of a permit is at the absolute discretion of Council and does not guarantee the availability of a parking space in your street of residence.

11. The use of parking spaces may be suspended by the members of Victoria Police or by Authorised Council Officers where emergency situations arise. Permit holders must produce their permit for inspection at the request of a Council Authorised Officer or member of Victoria Police.

12. All permits are the responsibility of the person to whom they are issued. Other members of, or visitors to, the residence may also use Variable Permits. However, permit holders are responsible for ensuring that other users are aware of, and adhere to, the conditions of use of Variable Permits.

13. New residential developments where the number of dwellings on the site is increased by more than one, will be excluded from the Resident Parking Permit Scheme. Where a property is excluded from the Resident Parking Permit Scheme, no resident will be permitted to obtain any parking permits.

**WHERE PERMITS ARE USED CONTRARY TO ANY OF THE TERMS AND CONDITIONS A PARKING INFRINGEMENT NOTICE MAY BE ISSUED AND/OR THE PERMIT CANCELLED. CONTINUED MISUSE OF PARKING PERMITS OR NON-COMPLIANCE WITH THESE CONDITIONS MAY ALSO RESULT IN ALL PERMIT PRIVILEGES FOR A RESIDENCE BEING REVOKED.**

Up to two Residential Parking Permits may be issued free of charge to each rateable residential property **unless a Town Planning restriction or Council Resolution applies.**

The two free permits may consist of:  
 > 2 Specific Vehicle Permits, or  
 > 1 Specific Vehicle Permit and 1 Variable Permit

Additional permits may be available for a fee from Council's Services Centres. Telephone 8290 1333 for full details.

**Please Note:** Only **one** free Variable Permit is permitted per household. Additional variable permits may be issued, in accordance with permit conditions, upon payment of the appropriate fee. Residences where no Specific Vehicle Permit has been issued are not eligible to receive more than **one** Variable Permit.

It is a condition upon issuing a permit that Council may at any time request a permit holder to provide evidence satisfactory to Council and in the form of a statutory declaration or otherwise, that all Conditions of the Resident Parking Permit Scheme are being complied with by the permit holder. If Council determines that any evidence provided is not adequate or is incorrect or if no evidence is provided in a timely manner by the permit holder, then the permit may be cancelled.

Application forms are available from Council's Service Centres or via Council's website at [stonnington.vic.gov.au](http://stonnington.vic.gov.au). Proof of residency and/or vehicle ownership must be supplied with all applications as outlined on the application form.

### Commercial Property

Where a property is rated as 'commercial', the required documentation must be provided and a property inspection completed by a Council officer to confirm the residential status of the property. Properties failing to meet with all requirements will not be issued residential parking permits. Specific vehicle permits only will be issued to commercially rated premises.

### Specific Vehicle Permits

Permits are issued to a single vehicle with specific registration. Proof of vehicle ownership or use is required. Accepted documentation includes the vehicle registration or insurance certificate or VicRoads/RTA transfer papers. If a company vehicle is used, confirmation of the principle driver's details are required from a senior company manager on company letterhead. Acceptable proof of company ownership of the vehicle includes the vehicle registration documents or insurance certificate showing company name and the registration number of the vehicle.

When a vehicle or registration number is changed or replaced, proof of ownership or appropriate documentation must be submitted and the original permit returned to Council. Permits that are not returned may not be replaced until their expiry.

Should the permit holder move from the area, or the vehicle is sold or otherwise disposed of, permits must be removed from the car and returned to Council. Permits remain the property of the City of Stonnington at all times.

Specific Vehicle Permits must be affixed to the passenger side of the windscreen in the bottom corner. Permits must be clearly visible to a person standing outside the vehicle.

### Variable Permits

Permits may be used by more than one vehicle in a household or by visitors to a residence. Only one free Variable Permit is allowed per household. Additional variable permits may be issued, in accordance with permit conditions, upon payment of the appropriate fee.

Variable Permits must be hung from the rear vision mirror, in the plastic pocket provided. All permit details must be clearly visible from outside the vehicle in order to be valid. Permits must be removed from the mirror when driving.

*All permits must be displayed in the correct manner to avoid parking infringements being issued.*

### Non-car Owners

A non-car owner, residing in premises where there are no other permits issued, is eligible to apply for no more than one Variable Permit for the use of visitors to their home.

### Visitor Permits

A resident may apply for Visitor Permits for use by guests at one-off gatherings (normally limited to 3-5 permits depending on the permit area) or short stays up to one month only at the resident's home. These permits may also be obtained when residents have the use of an alternative vehicle for a short period of time (usually a few days). Visitor permits can be purchased for a fee from Council. Where the applicant does not currently hold any residential permits at the address, proof of residency will be required. Visitor Permits allow parking in residential streets when used in accordance with the permit conditions. Permits must be displayed in the same way as Variable Permits (shown above).

### Tradespersons Permits

Residents may purchase permits for the use of tradespersons, employed by the resident for the purpose of minor works to the residence. These permits may apply on commercial vehicles. The permit must be purchased prior to the commencement of the works. Permits must be displayed in the same way as Variable Permits (shown above).

For further information about Tradespersons Parking Permits contact Council's Service Centre on 8290 1333.

In accordance with the City of Stonnington Privacy Policy, personal details will only be used for the purposes relating to the Resident Parking Scheme and related departments. For further information regarding Council's Privacy policy, please contact the Privacy Officer on 8290 1333.

### Street Sweeping Exemption

Residents unable to arrange for their car to be moved while they are away on holidays or business trips may apply for a temporary Street Sweeping Exemption. Exemptions must be obtained in advance of the anticipated journey. Proof of residency and vehicle ownership may be required if the resident does not hold a current Resident Parking Permit.

Residents requiring an exemption should contact:  
**Stonnington Parking Alliance on 9058 6600**

**TALBOT CRESCENT, KOOYONG**  
**PROPOSED PARKING RESTRICTIONS**



City of  
**STONNINGTON**

**IMPORTANT: Before proceeding please read 'PERMIT ZONE Restrictions – Things to Consider' enclosed.**

Ref: 21/67504

**QUESTIONNAIRE**

Do you support:

- Installation of PERMIT ZONE restrictions operating 8am to 8pm Wednesday to Sunday, March to September, on the north side of Talbot Crescent between 45 Talbot Crescent to 99 Talbot Crescent?

Yes

No

\*Name:

\*Signature:

\*Address:

Telephone No:

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

**Comments**

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**RETURNING THE QUESTIONNAIRE**

Please return the questionnaire by close of business **Wednesday 5 May 2021** to: Joan Ramos - Transport and Parking.

Return the questionnaire using the enclosed Reply-Paid envelope, by email [council@stonnington.vic.gov.au](mailto:council@stonnington.vic.gov.au) or fax to 9521 2255.

WHEN ASSESSING THIS PROPOSAL, ONLY **ONE** RESPONSE PER PROPERTY WILL BE TAKEN INTO CONSIDERATION

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

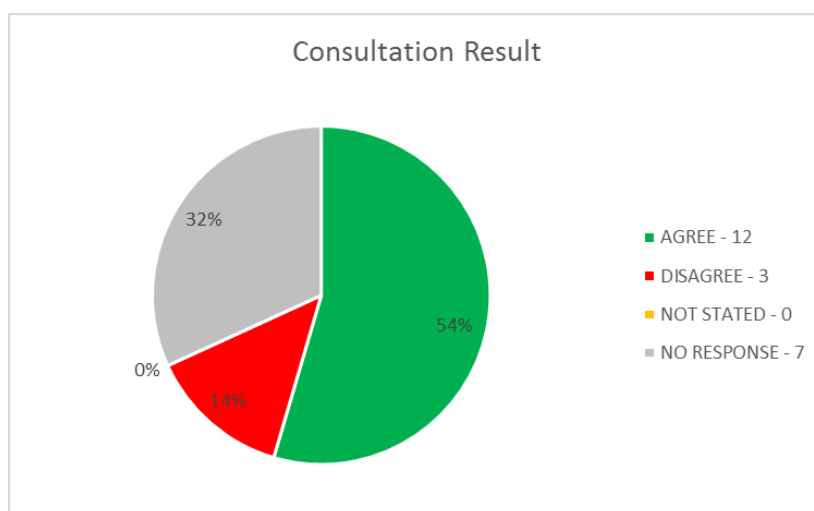
**CONSULTATION REPORT**

Elizabeth Street, Kooyong

A total of 22 properties were distributed the circular with 15 replies received, equating to a 68% response rate.

Table 1: Response Total

Proposal	Agree	Disagree	Responded, But Opinion Not Stated	Did Not Respond
Install PERMIT ZONE Restrictions	12 (55%)	3 (14%)	0 (0%)	7 (32%)



Community Response

The below table includes the responses from the community which were provided with their votes in favour of, or opposed to, the proposal.

Respondent Comments in Favour
"The installation of extra high lights on Righetti Oval, plus extra permission to use the oval by sporting club, is the problem. Increased monitoring of illegal parking is crucial - but does not seem to be happening despite assurances by council."
"Should it be until October? Should we be installing permits on the east side too. Note: that since the introduction of permits on the west side the street is much safer!"
"We assume Council will review the parking for the eastern side of Elizabeth Street and Talbot Crescent once junior football training and Saturday/Sunday competition is back to normal as per Councillors resolutions approving Ferrie Oval lighting."
"Parking permits are good, need to consider how to control the speed some of the vehicles travel to get to the other ovals. Most vehicles travel at sensible speed, but there are a significant handful which travel too fast for the conditions."

Respondent Comments Opposed to
"Before living here, I was a single parent trying to drop 3x children to football, sometimes in the rain. I have a driveway - let the parents / kids have the street! (for the good of sport)"
"Putting permit zone signs does not solve the broader parking issue. Where will people park? Not on Talbot Crescent and not Elizabeth Street. Council should consider using some park space to turn into carparking."
"why is the move, to make life difficult for users of the park, targeting afl (only) - why not cricket, soccer, athletics or dog walkers? Why, in fact, is Council even entertaining such a cynical/negative proposal? All properties in Elizabeth Street have off-street parking and 'public' parking is shamefully limited you cant promote use of your facilities yet prevent it in the same breath - particularly as you will do is promote rogue parking on the railway property (thought it couldnt possibly be made any uglier please stop ? to a few, miserable and lazy residents - focus on being positive"

### Options for Council

In considering the community feedback, the following options seem possible:

- **Proceed as presented.** The proposal received 55% support of those consulted (80% support from the respondents). The risk to Council with proceeding is minimal because parking restrictions can be changed later for a low cost.
- **Abandon the proposal.** The proposal could be abandoned, however this would be difficult to explain this to the community as the proposal received significant support.

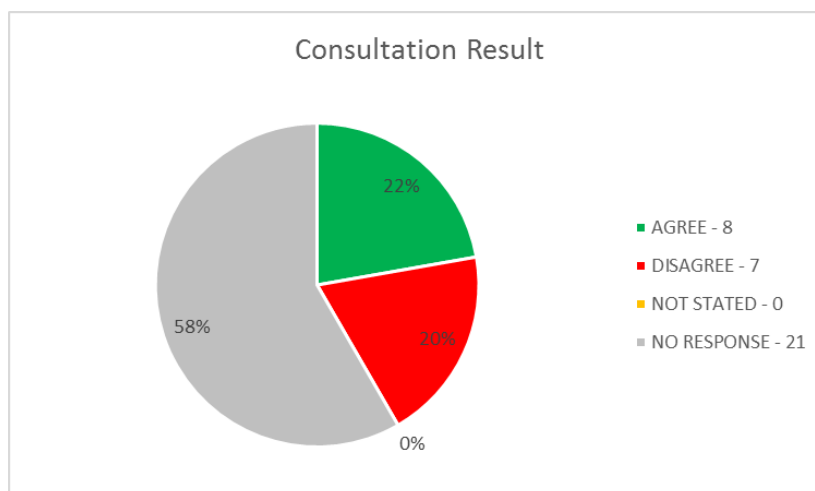
### Talbot Crescent, Kooyong

A total of 36 properties were distributed the circular with 15 replies received, equating to a 42% response rate.

Table 1: Response Total

Proposal	Agree	Disagree	Responded, But Opinion Not Stated	Did Not Respond

Install PERMIT ZONE Restrictions	8 (22%)	7 (20%)	0 (0%)	21 (58%)
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Community Response

The below table includes the responses from the community which were provided with their votes in favour of, or opposed to, the proposal.

Respondent Comments in Favour
"I have since changed my mind about this proposal. I would like it to go ahead as a proposed permit zone. This includes the two parks at the end of 99 Talbot crescent Kooyong. Please accept my later response." "So the answer is YES"
"Please do not erect the Permit Zone sign in front of our place. We already have the 15km zone sign. We are more outrageous of other people who are not resided in the area to use Talbot Crescent as a short cut to Toorak Road. A Local Traffic Sign should be erected to solve long term local traffic"
"Perhaps utilising the space under the bridge at the Toorak Road end of Talbot Crescent? Creating parking there may alleviate the problem"
"Extend permit zone to all days of week"
"We have lost significant residential parking with the LXP"

Respondent Comments Opposed to
"definitely not as it's not a problem. There is no reason to install permit zones. I strongly agree keep as it is presently. I never have a problem and always have parking available during these periods PLEASE KEEP AS IS!"
"1) The section of Talbot Crescent 65-99 is not heavily or constantly impacted by sporting activities. Each house has offstreet parking for 2 cars in peak sporting times + should use it rather than have 5 full days of the week a 'permit zone' 2) if a permit system was necessary perhaps limit it to Wed-Fri 4-6:30pm + Sundays only.
"Need "more" parking for people using the playing field - "not less". People need to park along the rail reserve before the rail bridge alterations ie new cyclone fence + landscaping which has inhibited availability. By marking Talbot a permit zone, kids sport will become a drop off activity if parking is not available close by. Need more parking close to the playing fields. Do not make Talbot Cres permit parking. Parents / families should be encouraged to participate & support childrens sport - not discourage because there is no where to park."
"The park is for all to enjoy and people especially kids, should be encouraged to participate in sports. We should make it easier, not harder for us parents who take time out to transport their kids. Putting restriction as suggested will only move the congestion somewhere else the solution is more parking near the park."
"Sports participants/parents need to park somewhere and NOT on the recently revegetated rail reserve. However, restrict parking to 2 hours still get permits and have ticketed parking for 2 hours (free). Then, no permit or no ticket or expand ticket results in a fine. Then people can still attend sport without parking for parking but eliminates the people who try to park all day."
"Add more car parks @ the end of Talbot Cres where there are only x2. We have already lost parking in front of our house!"

#### Options for Council

In considering the community feedback, the following options seem possible:

- Proceed as presented.** The proposal received 22% support of those consulted (53% support from the respondents). The responses received in favour is slightly more than the responses opposed to the proposal, however it is considered reasonable to proceed with the majority. Approximately half of the responses received were late, and response as late as 22 June 2021 were considered prior to the report being finalised. I note that if late responses were taken out that the result would still be similar – in favour of the proposal. (5 supported and 3 opposed).

In addition, the proposal in Elizabeth Street received significant support and if this was installed it is likely that there will be non-local parking moved to Talbot Crescent.

Furthermore, the risk to Council with proceeding is minimal because parking restrictions can be changed later for a low cost.

- Abandon the proposal.** The proposal could be abandoned, however it may be difficult to explain this to the community as more of respondents were in favour of installation the restrictions.



**PRAHNAN  
SQUARE**

**2021**

# Prahran Square Civic and Cultural Charter

**STONNINGTON.VIC.GOV.AU**







Prahran Square Civic & Cultural Charter

## Purpose

### The purpose of the Civic and Cultural Charter is to:

- » Articulate the place experience, programming and activation principles for Prahran Square.
- » Outline the requirements and key outcomes expected of Prahran Square and its intended use.
- » Ensure public benefit in programming and activation of the site.

## Introduction

The Prahran Square Civic and Cultural Charter (The Charter) recognises Prahran Square as the future of inner city living, offering an interconnected hub of health and wellbeing, growth and connection for its locals, businesses and visitors alike.

This has been reinforced during the Covid-19 global pandemic, highlighting Prahran Square as a vital asset that supports economic and social recovery, and strengthens Council's commitment to providing quality open space across the municipality.

### The Charter intends to:

- » Ensure the future of Prahran Square continues to meet community aspirations and create a shared understanding of the principles that underpin the place experience.

This Charter requires that these themes carried alongside the Place Pillars, are expressed in the management philosophy, intended use, and activation of Prahran Square. This also includes the hiring and leasing activities of the tenancies at Prahran Square.



## Place Vision

Prahran Square was developed to actively build on City of Stonnington’s civic and cultural strengths, operating to provide a liveable future of health and wellbeing, connection and growth.

Its mission is to be an innovative and inclusive public place, providing open space and a dynamic mix of community and cultural experiences that celebrates the rich diversity of Prahran and interconnected Chapel Street precinct.

### This will be achieved by:

- » Providing a vibrant and safe public open space to linger, interact and connect.
- » Engaging visitors with a variety of enriching cultural programs and experiences.
- » Being a model for sustainable development and urban revitalisation.
- » Fostering local and community partnerships, inspiring pride of ownership and positively contributing to the visitor economy.
- » Serving as an accessible destination for everyone.



## Intended Use

Intended use refers to how the built environment is designed to interact with and be utilised by, the visitors and users of Prahran Square.

### The public space at Prahran Square will be:

- » A combined use of public open space and programmed events and activation.
- » A multifunctional space where active, passive or contemplative experiences and activities can be enjoyed.
- » Open 24 hours a day, generating a safe space that can be active day and night in accordance with Local Law and EPA guidelines.
- » A place to foster community connections and a sense of belonging through shared arts and cultural initiatives.

## Place Pillars

The key objectives of Prahran Square are to achieve the following activation outcomes:

### Offer shared experiences

- » Create opportunities for the community to connect to the built environment.
- » Celebrate arts and culture and invite communities to interact with new ideas and concepts.
- » Foster community connections and sense of belonging through shared arts and cultural initiatives.

### Enhance quality of life

- » Offer health and wellbeing experiences and opportunities to meet new people and try new activities.
- » Ensure the built environment supports visitor relaxation and recreation in an inner-city environment.
- » Offer an accessible, affordable and welcoming place for all.

### Offer layers of discovery

- » Showcase Prahran Square as an integrated part of the Chapel Street precinct, functioning as an active community, commercial and retail destination.
- » Promote ways to encourage sustainable living and respond to changing climate conditions.
- » Reflect the precinct's local character and rich diversity.

### Become a place to grow

- » Attract, support and invest in opportunities that will increase visitation and economic growth.
- » Build the capacity of local businesses and community groups to be involved in place programming.
- » Integrate smart technology and innovative design.





## Implementation Requirements

City of Stonnington is committed to achieving these Place Pillars and will do so by implementing the following key actions:

- » Working with the local community, precinct associations and event organisers to reflect Prahran's local character and diverse culture.
- » Developing a balance between active programming and passive recreation.
- » Promoting the use of Prahran Square, developing a balance between active programming and passive recreation.
- » Developing working partnerships with major public festivals, events and programs to support the visitor economy.

## Activation

Activation refers to how the site is programmed deliberately and informally, in order to create a sense of place, and to encourage social connections and engagement.

Applications for events and programmed activity will be assessed based on a priority of activity, requirements and selection criteria.

## Priority of Activity

A Priority of Activity ensures the frequency and type of activation expected at Prahran Square aligns with The Charter, and Prahran Square vision. The type of activation identified as key areas of focus for Prahran Square are listed in order of priority below.

1. Daily and weekly activities that are focused on local community engagement and participation.
2. Activation and experiences that provide a platform for community led place programming, and Council supported local activities.
3. Signature Council-run events and other major events and festivals that promote the activities of local businesses and positively contribute to the visitor economy.
4. Commercial, promotional and sampling activities.
5. Private events and high impact events which require significant occupation of Prahran Square.

### Private Events

Private events are defined as any event or activity that is by invitation only and cannot be accessed by the general public, and requires a purchased ticket and/ or requires exclusive use of Prahran Square facilities and event spaces.

All private events will be assessed on size and scale, and ability to ensure Prahran Square can remain accessible to the general public in a reasonable manner. All event spaces and facilities cannot be hired for private events at any one time. Public access must remain available to at least some of Prahran Square at all times.





## Requirements

The following thresholds will act as a guide for the type and frequency of activity expected at Prahran Square:

1. No limit on daily and weekly activities pending availability and assessment against The Charter.
2. No limit on community led place programming pending availability and assessment against The Charter.
3. Up to twelve (12) signature Council events, major public events or festivals per year based on suitability to align to The Charter, and positively contribute to the precinct's visitor economy.
4. Priority of arts, cultural and community experiences over commercial activity with a preference for commercial experiences that support educational, cultural or civic activities.
5. Limiting private events to ensure community benefit where necessary.





## Assessment Criteria

All programming enquiries and concepts will be assessed for their suitability to align with The Charter. To that end, all prospective programming enquiries, events proposals and key activities will be selected against the following criteria:

### Community Benefit (weighted at 25%)

- » Enhance local life with prioritisation of local residents, businesses and the community in place programming.
- » Celebrate arts and culture and invite communities to explore new ideas and concepts that communicate Prahran Square as a hub of innovation and creativity.
- » Support community wellbeing in response to the impacts of COVID-19.
- » Promote Prahran Square as the future of inner-city living, offering dynamic experiences that celebrate Prahran Square as a place that is:
  - healthy and active
  - accessible, safe and welcoming to all
  - engaging and inspiring
  - authentic and unique.

### Economic Benefit (weighted at 25%)

- » Provide a welcoming and accessible experience for local, national and international visitors that positively contributes to the identity and reputation of the Chapel Street precinct.
- » Support and complement the activities of the surrounding businesses and economy of Prahran Square.
- » Drive visitation and exposure for Prahran Square and the surrounding Chapel Street precinct, and support economic recovery in response to COVID-19.
- » Prioritisation of local businesses and service providers for engagement and/ or partnership opportunities.

### Event Impact (weighted at 20%)

- » Appropriateness of event on site; determined by size, layout, activities and potential risks and safety.
- » Limited disruptions for local community accessing space.
- » Minimising impacts on local community and managing competing demands for use of the public space.

### Environmental impact and sustainability (weighted at 15%)

- » Remain environmentally conscious and implement sustainable event practices.
- » Ensure the protection of fauna, flora and Council assets.
- » Raise awareness or respond to emerging environmental issues.

### Previous experience (weighted at 15%)

- » Relevant experience of event organisers and proven capacity to produce successful events.

