



# Ordinary Meeting of Council Agenda

**to be held on Tuesday 24 April 2018 at 7.00pm  
Richmond Town Hall**

## **Arrangements to ensure our meetings are accessible to the public**

Council meetings are held at either the Richmond Town Hall or the Fitzroy Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond).
- Interpreting assistance is available by arrangement (*tel. 9205 5110*).
- Auslan interpreting is available by arrangement (*tel. 9205 5110*).
- A hearing loop is available at Richmond only and the receiver accessory is available by arrangement (*tel. 9205 5110*).
- Proposed resolutions are displayed on large screen.
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available at each venue.

## **Recording and Publication of Meetings**

An audio recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during Public Question Time or in making a submission regarding an item before Council), you agree to this publication. You should be aware that any private information volunteered by you during your participation in a meeting is subject to recording and publication.

**[www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)**

## **Order of business**

- 1. Statement of recognition of Wurundjeri Land**
- 2. Attendance, apologies and requests for leave of absence**
- 3. Declarations of conflict of interest (Councillors and staff)**
- 4. Confidential business reports**
- 5. Confirmation of minutes**
- 6. Petitions and joint letters**
- 7. Public question time**
- 8. General business**
- 9. Delegates' reports**
- 10. Questions without notice**
- 11. Council business reports**
- 12. Notices of motion**
- 13. Urgent business**

## 1. Statement of Recognition of Wurundjeri Land

*“Welcome to the City of Yarra.”*

*“Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra and gives respect to the Elders past and present.”*

## 2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

### Councillors

- Cr Daniel Nguyen (Mayor)
- Cr Misha Coleman (Deputy Mayor)
- Cr Danae Bosler
- Cr Mi-Lin Chen Yi Mei
- Cr Jackie Fristacky
- Cr Stephen Jolly
- Cr Mike McEvoy
- Cr James Searle
- Cr Amanda Stone

### Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Andrew Day (Director - Corporate, Business and Finance)
- Ivan Gilbert (Group Manager - CEO's Office)
- Lucas Gosling (Acting Director - Community Wellbeing)
- Chris Leivers (Director – City Works and Assets)
- Bruce Phillips (Director - Planning and Place Making)
- Jane Waldock (Assistant Director - Planning and Place making)
- Fred Warner (Group Manager – People, Culture and Community)
- Mel Nikou (Governance Officer)

## 3. Declarations of conflict of interest (Councillors and staff)

## 4. Confidential business reports

### Item

- 4.1 Contractual matters

## **Confidential business reports**

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 89 (2) of the *Local Government Act 1989*. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

### **RECOMMENDATION**

1. That the meeting be closed to members of the public, in accordance with section 89 (2) of the *Local Government Act 1989*, to allow consideration of contractual matters.
2. That all information contained within the Confidential Business Reports section of this agenda and reproduced as Council Minutes be treated as being and remaining strictly confidential in accordance with the provisions of sections 77 and 89 of the *Local Government Act 1989* until Council resolves otherwise.

## **5. Confirmation of minutes**

### **RECOMMENDATION**

That the minutes of the Ordinary Council Meeting held on Tuesday 10 April 2018 be confirmed.

## **6. Petitions and joint letters**

## **7. Public question time**

Yarra City Council welcomes questions from members of the community.

### Public question time procedure

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission;
- a forum for initially raising operational matters, which should be directed to the administration in the first instance;

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

When you are invited by the meeting chairperson to ask your question, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your questions to the chairperson;
- ask a maximum of two questions;
- speak for a maximum of five minutes;
- refrain from repeating questions that have been asked previously by yourself or others; and
- remain silent following your question unless called upon by the chairperson to make further comment or to clarify any aspects.

## **8. General business**

## **9. Delegates' reports**

## **10. Questions without notice**

## 11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	Draft 2018/19 Budget and Long Term Financial Strategy 2018/19 to 2027/28 Adoption in Principle	7	9	Ange Marshall – Chief Financial Officer
11.2	Proposed Path at Rushall Reserve - Update	11	18	Justin Hanrahan – Manager Open Space and Recreation
11.3	Richmond High School - update	19	26	Michael Ballock – Executive Planner Strategic Projects
11.4	Draft City of Yarra 0-25 Plan	27	34	Lucas Gosling – Acting Director Community Wellbeing
11.5	Community Infrastructure Plan	35	40	Julie Wyndham – Manager Corporate Planning and Performance

The public submission period is an opportunity to provide information to Council, not to ask questions or engage in debate.

### Public submissions procedure

When you are invited by the meeting chairperson to make your submission, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your submission to the chairperson;
- speak for a maximum of five minutes;
- confine your remarks to the matter under consideration;
- refrain from repeating information already provided by previous submitters; and
- remain silent following your submission unless called upon by the chairperson to make further comment.

## 12. Notices of motion

Item		Page	Rec. Page	Report Presenter
12.1	Notice of Motion No. 5 of 2018 - Community Greenhouse Action Plan	41	41	Amanda Stone - Councillor

## 13. Urgent business

Nil

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**11.1 Draft 2018/19 Budget and Long Term Financial Strategy 2018/19 to 2027/28  
Adoption in Principle**

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Trim Record Number: D18/68331

Responsible Officer: Director Corporate, Business and Finance

**Purpose**

1. To consider Council's Draft Budget for 2018/19 including the Strategic Resource Plan (SRP), and the Draft Long Term Financial Strategy 2018/19 to 2027/28 (LTFS), and to resolve to place these documents on public exhibition.

**Background**

2. Section 127 of the Act provides that Council must prepare a Budget each financial year.
3. Section 126 of the Act requires Council to adopt a Strategic Resource Plan (SRP).
4. Section 129 of the Act requires that Council, having prepared a budget, must give public notice of its preparation and gives a right to any person to make a submission under section 223 of the Act.

**External Consultation**

5. In accordance with Section 129 of the Act, public notice of the preparation of the Draft Budget, SRP, and LTFS will be given by placing an advertisement in the Age newspaper. Public notice includes information required by the *Local Government (Planning and Reporting) Regulations 2014*, and display of the Draft Budget at Council offices which will include the following locations:
  - (a) Richmond Town Hall, 333 Bridge Road, Richmond;
  - (b) Collingwood Town Hall, 140 Hoddle Street, Abbotsford (temporary portable offices opposite the Town Hall in Stanton Street, Abbotsford);
  - (c) Collingwood Library, 11 Stanton Street, Abbotsford;
  - (d) Richmond Library, 415 Church Street, Richmond;
  - (e) Fitzroy Library, 128 Moor Street, Fitzroy;
  - (f) Bargoonga Nganjin - North Fitzroy Library, 240 St Georges Road, North Fitzroy;
  - (g) Carlton Library, 667 Rathdowne Street, North Carlton; and
  - (h) Council's Web site: [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)
6. Council introduced early community consultation, during December 2017 and January 2018, as part of this year's budget process. The information from these sessions have assisted Councillors in developing this draft Budget and SRP. This consultation was in addition to the required Local Government Act statutory consultation, which will still occur upon adoption in principle of these documents.
7. Council is committed to community consultation as part of the 2018/19 budget development process. Public consultation sessions have been scheduled in April 2018 to seek further community input, on the following dates:
  - (a) Wednesday 2 May (4.00-5.30pm) Youth Session, at Yarra Youth Centre (156 Napier St Fitzroy);
  - (b) Thursday 17 May (6.30 – 7.30pm) at Bargoonga Nganjin, North Fitzroy Library (182 St Georges Rd North Fitzroy);
  - (c) Saturday 19 May (11.00am – 12.00pm) at Richmond Library (415 Church St, Richmond); and

(d) Saturday 19 May (1.30pm – 2.30pm) at Collingwood Library (11 Stanton St, Abbotsford).

8. In accordance with Section 223 of the Act any person has the right to make a submission on the Budget.
9. Written submissions on the Draft Budget must be received by Council by 5.00pm Friday 25 May 2018. Submitters must state in their submission if they wish to speak to their submission at the Special Council Meeting on Wednesday 6 June 2018. Submissions will be considered by Council at the ordinary Council Meeting on Tuesday 19 June 2018.
10. Any alterations to the Draft Budget, SRP, or LTFS that are resolved by Council, as a result of the consultative process, will be incorporated into resolution at the adoption of the Budget at a Special Council Meeting on 26 June 2018.
11. The Draft Budget has been developed through a rigorous process of review by Council and Council Officers. Council has placed an emphasis on the continuation of service delivery for our community and support for our residents.

### **Internal Consultation (One Yarra)**

12. Extensive internal consultation has been undertaken with key budget responsible officers which commenced in November 2017. The draft proposed budget information has been discussed in detail with Councillors on several occasions from January 2018 to March 2018 with the Executive.

### **Financial Implications**

13. In adopting the 2017/18 Budget, Council introduced a liquidity target of 1.4 to be achieved by 2020/21. This has been achieved for the 2018/19 Budget, through reprioritising Council's capital program.
14. The ongoing financial viability of Council will depend on its ability to generate additional revenue, and to continue to tightly control cost pressures and operating expenditure.
15. Within the Draft Budget, operating expenditure is provided for operations and core services, at the same high quality service levels as 2017/18.
16. The proposed Capital Works Program is a comprehensive asset renewal and upgrade works program of \$25.6 million.

### **Economic Implications**

17. Council's budget has wide-ranging economic implications for Yarra's citizens, particularly those reliant on Council infrastructure, services and funding, as well as those people that benefit from Council's strategic advocacy role.

### **Sustainability Implications**

18. The Draft Budget, SRP, & LTFS support Council's environmental sustainability strategies as outlined in the Council Plan and is prepared on the basis of achieving long-term financial sustainability of Council.

### **Social Implications**

19. The Draft Budget, SRP & LTFS support Council's social policies and services.

### **Human Rights Implications**

20. There are no Human Rights implications.

### **Communications with CALD Communities Implications**

21. The Draft Budget will be advertised widely and explanation and guidance will be available regarding CALD community implications.

### **Council Plan, Strategy and Policy Implications**

22. The Council Plan 2017-21, formally adopted on 1 August 2017, outlines seven Strategic Objectives, representing Council's direction for the next four years.



23. The 2018/19 Proposed Budget includes a Strategic Resource Plan which supports the 2018/19 financial year and the next 2 financial years of the Council Plan.
24. The Council Plan 2017-21 has been reviewed in accordance with S125(7) of the Local Government Act 1989 which requires Council to consider whether the Council Plan requires any adjustment in respect of the remaining period of the Council Plan, at least once in each financial year. Adjustments to Strategic Objectives, Strategies or Strategic Indicators require a section 223 public submission process and the Minister being advised. No adjustments are being proposed.

### **Legal Implications**

25. The annual budget process is a statutory process as specified in the Act and preparing a draft budget for community consultation is the first formal stage of the budget setting process.

### **Other Issues**

26. There are no other issues.

### **Options**

27. There are no alternative options.

### **Conclusion**

28. Council endorsement of the Draft Budget and LTFS commences the public advertising and consultation process (minimum 28 days) and it is recommended that Council adopt the Draft Budget 2018/19 (including the draft SRP) and draft LTFS 2018/19 to 2027/28 for that purpose.

## **RECOMMENDATION**

1. That Council:
  - (a) adopt the Draft Budget 2018/19 as the budget prepared for the purpose of sections 126 and 127 (1) of the Local Government Act 1989 (the Act);
  - (b) authorises the Chief Executive Officer to:
    - (i) give public notice of the preparation of the Draft Budget, in accordance with sections 129(1) and 223 of the Act and Part 3 of the Local Government (Planning and Reporting) Regulations 2014; and
    - (ii) make the Draft Budget, Strategic Resource Plan and Long Term Financial Strategy available for public inspection in accordance with Section 129 of the Act;
  - (c) hears submissions received on the Draft Budget at the Special Council Meeting to be held Wednesday 6 June 2018 pursuant to Section 223 of the Act;
  - (d) considers submissions received on the Draft Budget at the Ordinary Council Meeting to be held Tuesday 19 June 2018 pursuant to Section 223 of the Act; and
  - (e) resolves to consider for adoption the Draft Budget and Long Term Financial Strategy, with or without modification, at the Special Council meeting to be held on Tuesday 26 June 2018.

**CONTACT OFFICER:** Ange Marshall  
**TITLE:** Chief Financial Officer  
**TEL:** 9205 5544

**Attachments**

- 1 Draft Budget 2018-19
- 2 Draft Strategic Resource Plan 2018-19 to 2021-22
- 3 Draft Long Term Financial Strategy 2018-19 to 2027-28

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## 11.2 Proposed Path at Rushall Reserve - Update

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Trim Record Number: D18/43832

Responsible Officer: Director Planning and Place Making

### Purpose

1. To obtain direction from Council on whether, having regard for the significant increase in the estimated project budget, the planning permit application for the proposed path at Rushall Reserve should proceed.

### Background

2. On 19 September 2017, officers reported to Council on risk management implications affecting construction of a shared path between Rushall Station and Koonda Lat through Rushall Reserve. The report presented on 19 September is included as Attachment 1.
3. The minutes from the Council meeting on 19 September are as follows:
  1. *That Council:*
    - (a) *notes the further officer report regarding the proposed shared path in Rushall Reserve;*
    - (b) *notes the feedback received at the roundtable meeting on 18 April 2017;*
    - (c) *notes the judge's findings in Monty v Bayside City Council & Ors. (2010) relating to an incident on a shared path and the advice from Council's insurers on potential liabilities arising from constructing a path that does not comply with the minimum standards as recommended in the Austroads guidelines;*
    - (d) *notes the previous Council resolution supporting an alignment described as B1 in Attachment 4;*
    - (e) *endorses construction of a 2.5m wide path with suitable run-offs;*
    - (f) *endorses an amended alignment consistent the resolution of Council on 2 August 2016, represented by A + B1 as described in Attachment 4; and*
    - (g) *authorises officers to prepare the necessary information to submit a planning permit application as required under the Yarra Planning Scheme, having regard to VicTrack risk assessment requirements, for construction of a 2.5m wide path with appropriate run-offs in the area generally shown as section A in Attachment 4.*
  2. *That, in this regard:*
    - (a) *Council further note that a planning permit application is required to be lodged for consideration of any proposed works in the Railway Reservation land and also any tree removal proposal in the Environmental Significance Overlay (referred to as Section A in Attachment 4); and*
    - (b) *that any such planning application would be advertised to enable the community to formally participate in that planning process.*
  3. *That Council authorises officers to include in the plans for the proposal the relevant elements from 2(d) of the resolution of Council on 2 August 2016 (Attachment 2), those being:*
    - (a) *except where decking is required, that the path be constructed in asphalt;*

- (b) *measures to slow the speed of bicycles and other mobility aids using the path;*
- (c) *planting of intermittent low vegetation along the edge of the path with appropriate segments of fencing with gates for pedestrian access;*
- (d) *1.4 metre high fencing along the embankment as a safety measure;*
- (e) *additional seating in the reserve, the installation of a drinking fountain with a dog bowl, and improved signage; and*
- (f) *tree planting in the reserve and ground covers, to offset any tree and vegetation removal.*

4. *That Council authorises officers to communicate this resolution to park users through the installation of signage in the Reserve and other notifications on the Council web page.*

4. Throughout the development of this project, officers have been in regular contact with officers from Metro Trains Melbourne (MTM) on the basis that the path alignment is located in the PUZ4 Zone, reserved for railway purposes.
5. The section of the path shown as A in Attachment 1 requires approvals from MTM due to its proximity to railway infrastructure and the need to relocate railway signalling infrastructure.
6. In addition to having each version of plans for the path reviewed by MTM, Council officers have included a cost attributed to the relocation of the signal infrastructure. Up to and including the 19 September report, Council officers have made an allowance of \$115,500 for the relocation of this railway infrastructure. This allowance was based on written correspondence from MTM on 19 November 2014 which estimated the cost as being between \$83,000 and \$115,500.
7. On 9 November 2017, MTM provided a draft detailed project implementation plan and cost breakdown for the relocation of the railway infrastructure. This correspondence identified that the estimated cost was expected to be \$314,457. In its correspondence, MTM also noted that this fee proposal was not a fixed sum and was subject to further review and may escalate further.
8. In response to this new information, officers met MTM staff on 24 November 2017 to discuss the new cost estimate and understand what caused the increase and seek to reduce costs to a figure closer to the original estimate.
9. MTM staff indicated that some of the costs were internal charges and were necessary as part of their internal cost-recovery model but indicated that other elements of the fee proposal were subject to review.
10. On 5 February 2018, MTM provided an e-mail to Council officers describing a new cost estimate of between \$475,000 and \$610,000. Again, this cost estimate did not offer Council a fixed price for the works associated with the railway infrastructure.
11. As part of the e-mail on 5 February 2018, MTM noted that Council was unlikely to receive a waiver from MTM to place the current signal box cable underground on the east side of the railway lines. As a consequence, the most recent proposal included realigning the signals underground to the west side, via a directional bore.
12. Further conversations with senior officers at MTM in February and March 2018 led to an MTM review of the scope of works and associated costs. A comprehensive project proposal was received from MTM on 21 March 2018.
13. The proposal revisited the proposed project methodology i.e. a directional bore under the tracks to the west side of the railway line and is based on installing a new galvanised steel trunking route on the east side of the railway lines i.e. the proposal is replacing like for like.
14. MTM identified a target cost estimate of \$393,195 (including a 5.5% contingency) which can be broken down as per Table 1 below:

<b>Task</b>	<b>Estimated Cost</b>
Direct costs: Construction	\$235,367
Direct costs: Design	\$38,760
Direct costs: Management	\$74,219
Shared direct costs and insurance	\$6,619
Indirect costs	\$38,230
<b>Total</b>	<b>\$393,195</b>

Table 1: Rushall Signal Trunking Target Cost Estimate

15. The costs identified in Table 1 above do not include costs payable to MTM for design reviews associated with the shared path or for facilitating access to construct the shared pathway.
16. The MTM project proposal does allow for one disruptive occupation to undertake works. The cost of additional disruptive occupations would need to be borne by Council at a cost of approximately \$81,500 per occupation.
17. The detailed cost estimate from MTM represents an increase of \$277,695 from the figures used in the Council report on 19 September 2017. With this in mind, the total project costs from this point forward are estimated to be a minimum of \$906,245 (up from \$628,550 in the September 2017 report).

Project time line

18. In addition to the target cost estimate provided by Metro Trains Melbourne, Council received a comprehensive project time line. The time line estimates that from the point of accepting the proposal, the design, tender and construction tasks associated with the signal relocation is expected to take 54 weeks (excluding a defects liability period).
19. Having regards to the Council resolution of 19 September 2017, officers have been instructed to submit a planning permit application which is subject to the processes associated with the City of Yarra Planning Scheme. Subject to a decision of Council, any objectors would have a right of appeal and may be heard at the Victorian Civil and Administrative Tribunal (VCAT).
20. With this in mind, it is prudent for Council not to accept the proposal from MTM until such time as a planning permit has been granted. Authorising MTM to commence works any earlier places Council in the position that it may incur costs to MTM for works that are not required in the event that a planning permit is refused.
21. The project proposal from MTM identifies that construction of the shared path must occur after signal relocation works have been completed. Assuming a planning permit is granted and having regards to MTM's 54 week program, it is unlikely the path would be complete until before the second half of 2020.
22. The Terms of the MTM project proposal identify that 20% of the estimated cost (\$78,627) is payable on acceptance of the MTM proposal. A further 60% (\$235,881) is payable five weeks prior to the commencement of construction on site, with the balance payable upon completion.

Metro Train waivers

23. As part of the review throughout February and March, senior design officers at MTM have revisited the path where it passes a railway stanchion on the east side of the reserve (Refer image 1 below). MTM advice is that additional infrastructure at this location is unlikely to receive approval by way of a waiver and MTM has suggested that Council realign the path at this location.
24. Officers have noted community feedback that has long identified vegetation along the escarpment and in the reserve as being of high importance and the tree shown in image 2 (below) is the most significant tree along the part of the alignment and every effort was made to retain and protect the tree. The alignment at this point (refer image 3 below) was very narrow and identified as a design risk early in the project.



Image 1: Railway stanchion

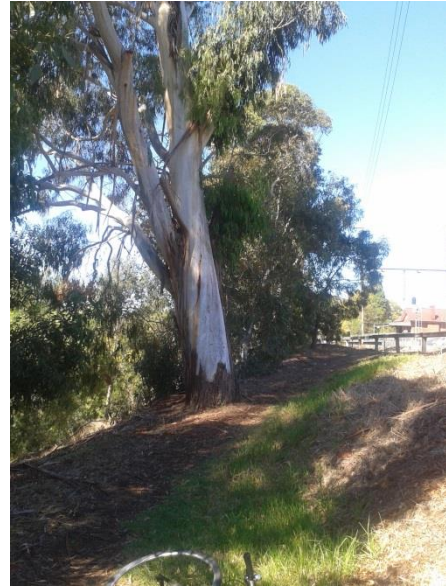


Image 2: Manna gum (*eucalyptus viminalis*)

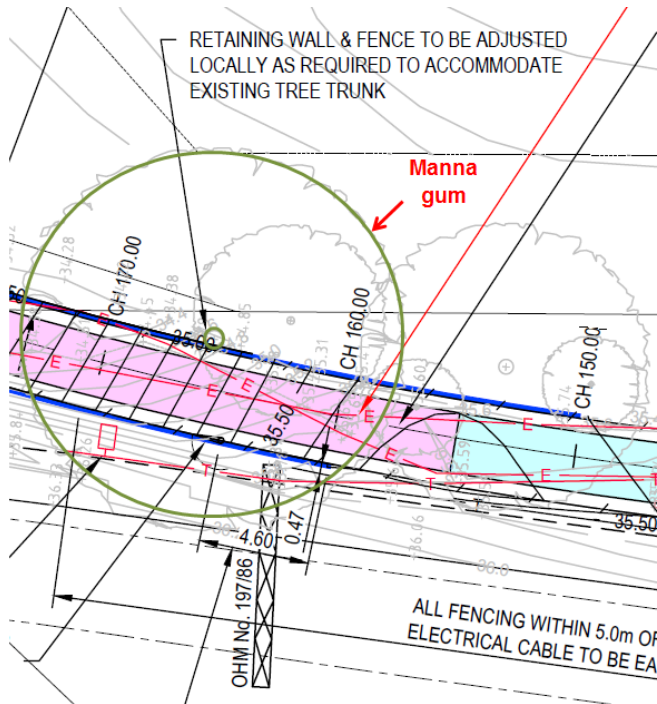


Image 3: Relationship between stanchion and Manna Gum

25. While this alignment has been the subject of multiple risk reviews over the life of the project to date, officers have previously advised Council that a final design would be subject to a rail safety risk assessment by the railway authorities. Waivers may be granted where the minimum clearances required to comply with railway infrastructure standards are not achieved, however the proximity of the path and fence to the railway infrastructure has been identified as a major concern for MTM.
26. On the basis of the available information, Council officers have reviewed this request and have determined that while the request could be met, it would require the removal of an additional tree 18m high Manna gum (*eucalyptus viminalis*) (refer image 2 above).

### External Consultation

27. No additional community consultation has occurred since the 19 September report.

28. Due to the additional costs associated with relocating railway infrastructure that have a material impact on the project, officers have not submitted a planning permit application. Further conversations with MTM have been occurring regarding their cost estimates.

### **Internal Consultation (One Yarra)**

29. Internal consultation has previously occurred with respect to this report and has included officers from the City Works and Assets Division, the Risk Management Unit, the Property Management Unit and Strategic Transport Unit.

### **Financial Implications**

30. Council allocated \$520,000 to this project in the 2017/18 budget, however no works are expected to commence in the current financial year.
31. As part of the mid-year financial review at the ordinary Council meeting on 20 March 2018, Council resolved to defer \$485,000 not already committed. The report noted that a budget request would need to be resubmitted and considered by Council as part of future budgets.
32. The project estimate of \$628,550 included in the 19 September report is directly affected by the costs associated with relocating MTM infrastructure. Notwithstanding any changes to the design that may be required by MTM, the project cost is currently estimated as a minimum of \$906,245.
33. Having regards to the project time line referred to above and the *Terms and Conditions of Service* of the MTM project proposal, it is possible that, subject to a planning permit being applied for and granted during 2018, that 20% of the cost estimated by MTM (\$78,627) *could* be payable from the 2018/19 budget. A further \$10,000-20,000 may be required to address matters raised during the planning permit application process.
34. The \$393,195 target cost estimate prepared by MTM includes a 5% contingency, however the *Terms and Conditions of Service* note that variations in cost are passed on to the customer, in this case the City of Yarra. That is to say that the agreement entered into would be based on the target cost estimate, but Council would incur increases where they occur and would benefit from decreases where they occur.
35. The MTM project proposal identifies 10 exclusions for which the City of Yarra would carry the financial risk. The quantum of these exclusions varies from hourly rates for project management services through to approximately \$446,000 for replacement of unforeseen track circuitry.

### **Economic Implications**

36. There are no broader economic implications associated with this request.

### **Sustainability Implications**

37. The construction of a shared path through Rushall Reserve would be consistent with the strategic commitment Council has to improve the bicycle network in the city and also to link with other paths in abutting municipalities as regional paths.
38. A Tree Protection Report was conducted on behalf of Council on the alignment likely to be impacted by a proposed shared path. Recommendations to reduce the impact of the path on local vegetation have been considered in the design phase, however the request to realign a section of the path would necessitate the removal of one additional tree.

### **Social Implications**

39. The path would improve the accessibility to the reserve and also improve the ongoing connectivity between the linear paths to the north and south. It is noted that there is some divergence of opinion amongst the stakeholders regarding the merits of the project.

### **Human Rights Implications**

40. There are no known human rights implications associated with this report other than providing equitable access for all persons.

## **Communications with CALD Communities Implications**

41. No consultation with CALD communities has occurred with respect to this report.

## **Council Plan, Strategy and Policy Implications**

42. The 2017-2021 Council Plan, references cycling and walking under Objective 6 – A connected Yarra. It says:

*“Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car,”*

*and*

*“With our municipal population expected to grow by 33% by 2031, improving sustainable transport capacity to accommodate our growing population is a priority. To encourage using public transport, walking or cycling as the first choice of transport for all ages for short to medium trips (less than five kilometres), Council is working to provide an effective, interconnected and well maintained pedestrian and bicycle network that both inexperienced and experienced users feel safe and comfortable using.*

*We will work on major improvements to cycling and walking infrastructure to provide integrated and connected travel options...”*

43. A key focus of Council’s Strategic Transport Statement and the Yarra Bike Strategy Refresh is for Council to *“deliver infrastructure projects and support behaviour change measures that encourage a broad cross section of the community to travel through, to, from and within Yarra by bicycle”*. The path from Rushall Station to Koonda Lat was included in this document as *“Strategy 3 – Better Off-Road Bicycle Network”*.
44. The *“provision and maintenance of cycling and walking tracks”* was the 6<sup>th</sup> most important issue in the Annual Community Satisfaction Survey (2017).

## **Legal Implications**

45. The path would link the Merri Creek Trail from Rushall Station to Koonda Lat; this would cross Crown Land that is managed by Council and VicTrack on behalf of the Victorian State Government.
46. Should Council determine to proceed with the proposed shared path, Council would need to enter into a Licence agreement with VicTrack over land within their control.
47. In May 2017, VicTrack Infrastructure provided written advice to Council, stating that it *“has no concerns with the proposed works”* subject to Council meeting numerous conditions, including;
- (a) *“The proposed works are within MTM leased Ground and therefore will be subject to their approval for the works and for access”*;
  - (b) *“MTM requirements must be met”*; and
  - (c) *“Access to the proposed area conforms to all of the necessary rail operator/s guidelines and instructions”*.
48. For these reasons, close liaison with MTM and adherence to their requirements is essential before approval can be obtained for a Licence agreement with VicTrack.

## **Other Issues**

49. While Council has received a broad range of feedback regarding this proposed path throughout the consultation process, Council has regularly heard feedback that pedestrian access between the underpass at Rushall Station and Rushall Reserve would be beneficial, even from those residents who do not support a shared pathway.



50. Given the cost escalation and the constraints in place due to railway infrastructure, officers have reviewed the viability of constructing a walking path only, between the underpass and the Reserve. While a path could be constructed, it is unlikely that it would be DDA compliant and would still require Council to fund relocation of the railway infrastructure. That is, Council would still be required to approve the project proposal prepared by MTM and incur costs in the order of \$400,000 to deliver these works.

### Options

51. Option 1: Note the cost escalation to an estimated minimum \$906,245 due to costs associated with relocating railway infrastructure and authorise officers to proceed with a planning permit application as per the 19 September 2017 resolution and refer a budget request to the 2018/19 and 2019/20 budget processes.

#### Pros

- (a) Would provide a link between the existing path at Rushall Station and Koonda Lat which is one of Council's strategic off-road path objectives;
- (b) Consistent with the intent of past resolutions of Council; and
- (c) Sections of the community that supported the proposal are seeking progress on this project, while some of those who have previously objected to the proposal may be waiting for an opportunity to object via the statutory process.

#### Cons

- (a) Commits to a project that is not adequately funded;
  - (b) Would require a further budget request based on the anticipated project timeline;
  - (c) The planning permit application would need to consider removal of the 18m Manna gum (*eucalyptus viminalis*);
  - (d) Approximately 45% of the project cost is related to improve assets owned by other authorities;
  - (e) The cost escalation has elevated the project to a level that may have influenced views had it been known earlier; and
  - (f) Risk of further cost escalation is significant.
52. Option 2: Note the cost escalation to an estimated minimum of \$906,245 due to costs associated with relocating railway infrastructure and authorise officers not to proceed with a planning permit application and notify residents that, for financial reasons, the project is no longer justifiable.

#### Pros

- (a) Minimises Council's financial commitment to a project where 45% of the project cost is related to improve assets owned by other authorities;
- (b) Eliminates further financial risk to Council; and
- (c) Avoids the need to remove additional vegetation along the escarpment.

#### Cons

- (a) A new link would not be delivered and one of Council's strategic off-road path objectives would not be met; and
- (b) Not consistent with the intent of past resolutions of Council.

### Conclusion

53. The ability to construct a path between the Rushall Station underpass and Rushall Reserve has been a challenge due to the existing railway infrastructure and the need to relocate other infrastructure while preserving as much vegetation as possible.

54. The complexity of the railway infrastructure is such that both the cost and the length of time required to complete the task have increased and the delivery has become more complicated as each stage of the project has progressed. While Metro Trains Melbourne has done everything it can at this time to provide an accurate target cost estimate, there are numerous exclusions that, if they were to materialise, would come at Council's expense, thereby increasing the cost of the project.
55. The project time lines associated with the planning permit application, the railway signal infrastructure relocation and the tender and construction of the path are all substantial and based on the complex working environment, it is unlikely that cost escalations would be limited to construction industry indexes and the project would be affected by latent conditions.
56. In a report to Council in August 2016, the estimated cost of construction was identified as \$579,650. In September 2017, the cost was identified as \$628,550. The construction cost is now understood to be in excess of \$900,000, with further financial risks inherent in the project scope.
57. Given the extensive consultation that occurred and the mixed views on the merits of the path, the current project cost of more than \$900,000 has a material impact on the relative benefits of the path and it is recommended that Council support Option 2 and not proceed with the project.
58. It is noted that in the future, should technology change for the railway system, the large cost component of relocating the signal box cabling may reduce or not be necessary.
59. At this point in time senior officers believe that the value for money does not exist for the project, and on this basis it is recommended that the project do not proceed on the current costings.

## **RECOMMENDATION**

1. That Council:
  - (a) notes the update officer report on the proposed Shared Path at Rushall Reserve;
  - (b) notes the current cost escalation to an estimated minimum of \$906,245 due to costs associated with relocating Metro Trains Melbourne infrastructure;
  - (c) on this basis, authorises officers not to proceed with a planning permit application to construct a path at this location; and
  - (d) authorises officers to notify residents that, for financial reasons, the project (with current costings) is no longer justifiable and will not be progressed.

**CONTACT OFFICER:** Justin Hanrahan  
**TITLE:** Manager Open Space and Recreation  
**TEL:** 9205 5720

## **Attachments**

- 1 Rushall path: September 2017 report to Council

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## 11.3 Richmond High School - update

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Trim Record Number: D18/62610

Responsible Officer: Director Planning and Place Making

### Purpose

1. This report is in response to the Council resolution in November 2017 and two petitions received by Council at the meetings of 19 September and 5 December 2017. All of these matters are concerned with safe travel around the new Richmond High School and the potential impacts on Gleadell Street.
2. Both petitions and the Council resolution deal with matters to do with the movement and safety of Richmond High School students in and around the Gleadell Street and Griffiths Street areas. This report considers the issues raised in both petitions, the Council resolution and discussions with the Victorian School Building Authority to provide a holistic response.

### Background

3. At the meeting of 19 September Council received a petition from the group LEGS (Let's Enhance Gleadell Street). It contained 282 signatures from residents of Yarra and surrounding suburbs.
4. The petition stated:
 

*"We the undersigned, request that the City of Yarra Council pursue State funding and transform Gleadell Street into "a highly inviting pedestrian and cyclist priority space...to strengthen the role of this precinct as a civic and community node."*
5. The petition contained the following reasons:
  - (a) *increase public open space in an area of rapid population growth and high rise apartments;*
  - (b) *ensure the safety of students moving between the two buildings of the new Richmond High School;*
  - (c) *compliment the old and new buildings in the street;*
  - (d) *ideally located for a neighbourhood precinct, close to the Town Hall, beside Citizens Park and having no private businesses facing onto it;*
  - (e) *will provide exciting opportunities for a wide range of school and community activities; and*
  - (f) *enhance historic Gleadell Street Market.*
6. Council resolved:
 

*"That the petition be received and referred to the appropriate officer for consideration."*
7. On 21 November 2017 Council resolved:
  1. *That Council:*
    - (a) *notes the resolution carried by Council on 28th June 2016 which called for (amongst other things) holistic integration of the school into the Richmond Town Hall precinct and avoidance of impacts of the school on traffic and safety in the surrounding area;*
    - (b) *notes the resolution carried by Council on 7th March 2017 which requested the Minister for Education to have the State Government contribute financially to improving the pedestrian and active transport infrastructure at Gleadell St, Highett St & Griffiths St in association with the Richmond High School;*

- (c) *notes the resolution carried by Council on 21st March 2017 which requested the Mayor and CEO to meet with the Minister for Transport to determine what funding would be available from the State Government's Safe Cyclists and Pedestrian Fund for projects in Yarra in 2017/2018;*
  - (d) *notes the petition presented to Council on 19th September 2017 from LEGS (Let's Enhance Gleadell Street), requesting that City of Yarra pursue State funding and transform Gleadell Street into a highly inviting pedestrian and cyclist priority space to strengthen the role of the precinct as a civic and community node; and*
  - (e) *notes the Richmond Town Hall and Gleadell Street Key Project in the Bridge Road Streetscape Master Plan to create a pedestrian friendly and walkable environment for all users including the new Richmond High School students.*
2. *That Council calls for a report in the February 2018 meeting cycle on ways Council can advocate for, support and facilitate measures to improve safer travel routes for students and staff at Richmond High School, which may include:*
- (a) *identifying future bike infrastructure needs to facilitate safe travel to Richmond High School;*
  - (b) *reviewing the Bike Strategy and Bike Strategy Refresh if necessary with this infrastructure in mind;*
  - (c) *advocating for a relaxing in age restrictions to enable all high school students to ride on footpaths;*
  - (d) *allowing shared footpaths;*
  - (e) *supporting or helping facilitate/enforce drop-off exclusion zones near the school to discourage driving and disperse motor traffic to a wider radius around the school;*
  - (f) *any other measures identified by officers; and*
  - (g) *how such measures could also be expanded to other schools in Yarra.*
8. At the meeting on 5 December 2017 Council received a petition with approximately 51 signatures of Richmond Primary School grade 3 students. The petition stated:
- "We are primary school kids that are probably going to Richmond High School when we are older. But we don't want to get run over by some fast cars and you probably don't want that either. You can stop this from happening by making the cars go slower and make a safer bike path too."*
9. Council resolved:
- "That the petition be received and referred to the appropriate officer for consideration."*

### **Richmond High School**

- 10. The new Richmond High School presents some challenges for Council. The school is in two campuses and opened in 2018 with a year 7 intake and currently operates out of the sports campus in Gleadell Street.
- 11. In 2019 the academic campus in Griffiths Street will open with years 7 and 8. This precinct will then become the focus of the school as it builds to its full complement of 650 students in years 7 to 12 by 2023.
- 12. The initial impact of the movement of students and staff to the school in 2018 will be in Gleadell Street. However in 2019 students and staff will operate out of the Griffith Street campus from where they will walk along Highett and Gleadell Streets between the two campuses for specific classes.
- 13. The full impact of the school will not be felt until 2023 which provides Council with the opportunity to assess and re-evaluate any traffic management measures needed in the precinct as the school grows.

## **Gleadell Street**

14. Gleadell Street provides direct vehicle access to a number of properties including:
  - (a) Lynall Hall Community School staff car park via a crossover;
  - (b) Kerbside parking for persons with a disability next to the Richmond Leisure Centre (RLC);
  - (c) Kerbside bus parking next to the RLC;
  - (d) The Australian Gas Networks gas facility via a crossover;
  - (e) Access to the new Leo Berry's Gym via a crossover (same as Australian Gas Networks);
  - (f) Bridge Church car park including Council fleet car park via a crossover;
  - (g) Businesses on Bridge Road between Gleadell St and Griffiths St via the right of way;
  - (h) 345 Bridge Road basement car park via a crossover;
  - (i) Richmond Union Bowling Club (RUBC) car park via a crossover;
  - (j) Emergency access by a crossover to the Richmond High School sports precinct and netball courts; and
  - (k) On street parking access for the Richmond Multicultural Children's Centre facility.
15. In addition there are a number of people who access the facilities on Gleadell Street, including:
  - (a) RLC patrons;
  - (b) Richmond High School students, staff, parents and visitors;
  - (c) Evening netball competitions (Lynall Hall Community School courts);
  - (d) Evening and weekend netball training and competitions (Richmond High School courts when completed);
  - (e) Users of Citizens Park including football and cricket training and games and dog walkers;
  - (f) Patrons of the Bridge Road businesses;
  - (g) Visitors to the Council offices;
  - (h) Visitors to the RUBC;
  - (i) Carers dropping off children at the Richmond Multicultural Children's Centre;
  - (j) Gleadell Street Market;
  - (k) Bridge Church on Sundays; and
  - (l) Leo Berry's Gym patrons (relocated behind the former Gas Inspector's residence).
16. On the basis of the access required and the location of existing crossovers, closing Gleadell Street to vehicular traffic would appear to be impractical as well as logistically and legally difficult, given existing access.
17. Changes to vehicle movement on streets in Yarra are considered through Council's Local Area Place Making (LAPM) process. Gleadell and Griffiths Streets are in the Highett LAPM precinct (LAPM 15).
18. Officers have recently completed the annual prioritisation ranking assessment, which, in line with Council's LAPM policy is undertaken each year to identify which LAPM precincts are the highest priority for study. The 2017 LAPM priority ranking assessment has identified the Highett LAPM 15 precinct as the fourth highest priority precinct for study.

19. Council is currently committed to a three year LAPM program, with LAPM studies an infrastructure delivery being undertaken in Princes Hill (LAPM 1), Scotchmer Precinct North Fitzroy (LAPM 3), Rose Precinct Fitzroy (LAPM 9), Gold Precinct Collingwood (LAPM 10), Abbotsford (LAPM 13) and Bendigo Precinct Richmond (LAPM 19).
20. Based on this commitment and current prioritisation of the Highett LAPM 15 precinct, there is unlikely to be delivery of infrastructure associated with the LAPM process in the short term (i.e. over the next 3-5 years).
21. The identification of bicycle infrastructure needed to facilitate safe travel to Richmond High School would be included as part the Highett LAPM.
22. In this context the Bicycle Strategy and Bicycle Strategy Refresh provide an appropriate overview of the infrastructure needed with the LAPM providing the local precinct detail.
23. In October 2016 in response to the closure of the Gleadell Street car park and the then imminent construction of the school, Council altered the parking restrictions in Gleadell, Griffiths and Highett Streets to ensure that all on-street parking was limited to two hours. A limited number of short term parking spaces were provided outside the Richmond Multicultural Children's Centre and the Australia Post building.
24. In early discussions with the Department of Education and Training and then the Victorian School Building Authority, Council insisted that a traffic management study be undertaken to assess the impact of the school on the precinct.
25. This study was undertaken by Ratio Consultants and completed in November 2016 and concludes that the traffic generation associated with the school would be 'manageable'.
26. The report also contains the following recommendation:
 

*An indicative pedestrian crossing is shown on the Master Plan across Gleadell Street adjacent the school.*

*It is recommended that the pedestrian crossing treatment be located on a raised pavement device to improve the safety of the facility and reduce mid-block traffic speeds along Gleadell Street.*
27. Officers have formed the view that at the full capacity of the school with the additional pedestrian, cycling and vehicle traffic mitigation works will be required comprising narrowing the entrance and providing a raised pavement at the intersections of:
  - (a) Highett Street and Gleadell Street;
  - (b) Highett Street and Griffiths Street;
  - (c) Palmer Street and Griffiths Street;
  - (d) Bridge Road and Griffiths Street; and
  - (e) Bridge Road and Gleadell Street.
28. The works also need to include a raised pedestrian crossing in the mid-section of Gleadell Street.
29. Council's Urban Design unit has submitted a bid for consideration during the 2018/19 budget process to undertake an integrated design of the Richmond Town Hall forecourt and Gleadell Street as per the approved Bridge Road Streetscape Masterplan.
30. This project, if approved for funding, will include the design of public space in front of Richmond Town Hall which responds to the future new tram stops on Bridge Road and provide a civic space which connects with the Gleadell Street precinct including the Richmond Hill High School.
31. This study would have multi-disciplinary input from across Council and would look at opportunities for improved pedestrian amenity and safety, enhanced public realm and provision of place making features and landscaping. This study should be viewed as the starting point which would then set the priorities for street improvement for Gleadell Street and Griffiths Street from which future transport and access arrangements can be informed.

32. Officers have met with the Victorian School Building Authority on a number of occasions to discuss additional works that the Authority should commit to as part of the incorporation of the school into the precinct. In addition officers have written to the Chief Executive Officer of the Authority identifying the works that the Council believes are necessary and, as the agent of change for which, the Victorian School Building Authority should be responsible. The VSBA, however, argue that they do not fund works off the school premises.
33. Nevertheless the VSBA have agreed to provide partial funding for a raised (wombat) pedestrian crossing of Gleadell Street which will be located approximately where the crossover to the school site is positioned.
34. Work has commenced on designing and costing the crossing. The VSBA will provide \$50,000 towards the crossing. It is anticipated that any shortfall in the cost of the crossing will be found out of savings in the capital works program.
35. Given that the school will grow to full capacity over the next six years the most effective approach to the other mitigation works is to assess the impact of the incremental growth of the school and respond as needed.
36. A staged approach would allow flexibility when it comes to integrating or responding to potential future transport network upgrades such as any proposals to upgrade tram infrastructure on Bridge Road. For example, any relocation or amalgamation of tram stops may result in changes to localised access and/or movement of pedestrians, cyclists and vehicles.
37. Whilst the initial year seven class occupies the Gleadell Street building (sports precinct), from 2019 onwards all years will be accommodated in the Griffiths St building (academic precinct) with Gleadell Street used for sport related activities.
38. This staged growth in the school which is capped at 650 students will enable Council to identify traffic management issues and respond accordingly, rather than anticipate potential issues that may or may not arise.

### **Riding on footpaths**

39. Cycling on footpaths is a contentious issue and Council should not form an opinion on the matter without considerable stakeholder and community consultation. Advocating the relaxation in the age restrictions for riding on the footpath should not be decided in the context of this report on Richmond High school. There may be a number of disability groups and pedestrian advocates as well as the general community that have different views, given the many narrow footpaths in Yarra.
40. Facilities like the Richmond Leisure Centre and Citizens Park, Gleadell Street is well trafficked by pedestrians. The school has (and will) add to the number of pedestrians in the local streets. Increasing the number of cyclists on the footpath by relaxing restrictions may increase the risk to pedestrians.
41. Council has the ability to install shared paths, although the decision to do so should be based on a range of factors including the impact on pedestrian amenity and safety, potential conflicts with driveways or development access, actual on-road safety issues for cyclists, demand for shared paths and the ability to deliver a shared path to appropriate standards that can adequately and safely connect to on-street facilities.
42. Based on the width and usage of footpaths around this area of Richmond, and the low number of vehicles on most local roads with the exception of Highbury Street, the installation of shared paths is unlikely to be needed or deliverable to a safe and adequate standard, for anything but short distances.
43. As with the traffic management measures, officers will work closely with the school to identify issues and opportunities to improve non-car access, but this should be done on a staged approach, rather than anticipate potential issues that may or may not arise. Initial discussions have commenced with the school Principal.

### **Drop-off exclusion zones**

44. The majority of on-street parking in the area is short term parking which any school parent is allowed to park in within the legal time limit. The only way a drop-off exclusion zone could be achieved would be through the removal of on-street parking and replacing it with no-stopping areas (which would apply to all vehicles) or the installation of permit parking. This would more likely encourage unsafe drop off practices, which would be hard to enforce on a continual basis.
45. Consideration could be given to not providing a dedicated drop off zone for the school to help disperse vehicle drop-offs, but this would need consideration whether this would encourage unsafe drop off practices, or what infrastructure would be required to get school children safely from drop off areas to the school.
46. Officers need to work closely with the school to determine priorities and the most appropriate outcomes.
47. The transport and access requirements for all schools need to be resolved on a case by case basis. The local traffic and street environments and how people get to schools differs throughout the municipality, and most issues require local agreed upon solution delivered in conjunction with the school and the local community.
48. Officers have done this (and continue) to do this in many ways either through safety around schools initiatives or through the LAPM process.

### **Tram Stop**

49. Officers have been advocating to Public Transport Victoria, Yarra Trams and VicRoads for the programming of a new platform tram stop near the Richmond Town Hall.
50. An interim solution for a wider pedestrian area inside the pedestrian refuge of that tram stop is currently being sought with VicRoads whilst a proper new facility can be programmed and budgeted for by the State Government.

### **Side Street intersections with Bridge Road**

51. Currently, VicRoads (via TAC monies) are programming works to the intersections in east Bridge Road that currently do not have raised footpaths at the intersections with Bridge Road. It is anticipated this will apply to the intersections of Bridge Road/Gleadell Street and Bridge Road/Griffiths Street this calendar year along with others to the east.

### **Joint Use Agreement**

52. Early discussions have commenced with the Richmond Secondary School Principal regarding arrangements with school facilities and Council facilities. These discussions will be progressed, involving the School Council and Councillors.
53. It is anticipated that an Agreement could be formalised by say, mid-2018, once both school campuses are operational and the logistics better known and understood.

### **External Consultation**

54. Officers have been continuing to meet with the Victorian School Building Authority and also the school Principal on a number of occasions.

### **Internal Consultation (One Yarra)**

55. Executive; and some Managers at this stage.

### **Financial Implications**

56. Senior officers have been continuing to advocate that the financial responsibility for many of the mitigation works rests with the Victorian School Building Authority; however, minimal funding is forthcoming from the VSBA. It is unlikely that Council will be able to obtain any more funding from the VSBA towards mitigation works.



### **Economic Implications**

57. The loss of the public car park was expected to have an adverse impact on the operations of the Recreation Centre, the Bridge Road/Church Street shops and eating establishments during the day and in the evenings, the Gleadell Street Market on Saturdays, sporting groups using Citizens Park and possibly the Church in Griffiths Street. At present, the locality seems to be coping but needs to be monitored.

### **Sustainability Implications**

58. Officers will initiate a sustainable transport education program with the school.

### **Social Implications**

59. The school provides additional co-educational facilities in Richmond.

### **Human Rights Implications**

60. The safety of school children is a very important community consideration.

### **Communications with CALD Communities Implications**

61. There is no communication with CALD communities required for this update report.

### **Council Plan, Strategy and Policy Implications**

62. The Richmond Town Hall Precinct Urban Design Framework was adopted by Council in 2007. Senior officers have encouraged and urged precinct thinking with the Department, the planning committee and the architect. This has influenced some aspects of the design by the architects but other opportunities need to be pursued.

### **Legal Implications**

63. There are no legal implications for Council associated with this update report.

### **Other Issues**

64. Citizens Park needs further consideration as this project progresses – the increasing pressures on the park have been stressed on many occasions to the Victorian School Building Authority.
65. Shared facilities between the school and the Council facilities is a matter that is also in discussion. Relevant Council managers have been consulted; this will need to progress further and no commitments have been made. It has to date, only been dialogue and initial conversations have occurred with the school Principal.

### **Conclusion**

66. The academic campus will open in Griffiths Street in 2019.
67. Given that the school will grow to full capacity over the next six years the most effective approach is to assess the impact of the incremental growth of the school and respond as appropriate. This will require Council budget over the medium term.

## **RECOMMENDATION**

1. That Council:
  - (a) notes the updated report regarding various matters in relation to the new Richmond High School;
  - (b) notes the petitions presented to Council and the officer's response in this report;
  - (c) notes the response from the Victorian School Building Authority and the part contribution to the construction of a raised pedestrian crossing in Gleadell Street;
  - (d) notes the other mitigation works in Gleadell, Highett and Griffiths Streets identified by officers as necessary to manage the additional pedestrian, cycling and vehicle traffic that will be generated by the school once at full capacity;
  - (e) notes that the Highett LAPM 15 precinct and the delivery of infrastructure associated with this LAPM process is expected to be delivered in the short term (i.e. over the next 3-5 years); and
  - (f) authorises officers to continue to engage with the Victorian School Building Authority and the Principal of the Richmond High School to improve the safety of students, residents and visitors using the precinct.

**CONTACT OFFICER:** Michael Ballock  
**TITLE:** Executive Planner Strategic Projects  
**TEL:** 9205 5669

### **Attachments**

There are no attachments for this report.

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## Draft City of Yarra 0-25 Plan

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### Executive Summary

#### Purpose

To present to Council with a draft of the 0 to 25 Plan , a summary of consultation undertaken to inform the draft Plan and an outline of key strategic priorities, strategies and first year actions to be included in the Plan.

#### Financial Implications

The project budget for the development of the plan was factored into the 2017/18 Council Budget. Actions requiring a financial commitment will be factored into future annual budget processes.

#### PROPOSAL

Yarra Council has traditionally had three strategies in place that have informed work undertaken with children and young people. The strategies were prepared around distinct life stages. These plans included:

- (a) Early Years Strategy 2015-2018 (age cohort 0 to 8 years);
- (b) Middle Years Strategy 2014-2017 (age cohort 8 to 12 years); and
- (c) Youth Policy and Action Plan 2013-2016 (age cohort 12 – 25 years).

The Youth Policy and Action Plan and the Middle Years Strategy have now been completed. The Early Years Strategy is due for completion at the end of the year.

Whilst the existing plans do cover the entire age cohort from 0-25, each of the plans use different 'language' and frameworks. Additionally, not all of the existing plans have had a strong alignment to the timing of new Council plans.

In response to these issues, a different framework has been employed for the preparation of a 0 to 25 Plan that adopts a life stage approach. This approach reflects the journey of families raising and caring for children and young people as they grow and transition from dependence to independence and promotes better integration.

This report will provide an overview of the preparation of the Yarra 0-25 Plan, the scope of public consultation undertaken to inform the draft Plan and request endorsement from Council to commence public consultation on the draft Yarra 0-25 Plan for a four week period.

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**11.4 Draft City of Yarra 0-25 Plan**

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Trim Record Number: D18/57170

Responsible Officer: Acting Manager Family and Children's Services

**Purpose**

1. To present to Council with a draft of the 0 to 25 Plan , a summary of consultation undertaken to inform the draft Plan and an outline of key strategic priorities, strategies and first year actions to be included in the Plan.

**Background**

2. Yarra Council has traditionally had three strategies in place that have informed work undertaken with children and young people. The strategies were prepared around distinct life stages. These plans included:
  - (a) Early Years Strategy 2015-2018 (age cohort 0 to 8 years);
  - (b) Middle Years Strategy 2014-2017 (age cohort 8 to 12 years); and
  - (c) Youth Policy and Action Plan 2013-2016 (age cohort 12 – 25 years).
3. The Youth Policy and Action Plan and the Middle Years Strategy have now been completed. The Early Years Strategy is due for completion at the end of the year.
4. The respective plans were able to effectively span the various age cohorts and were intended to promote better integration between the different strategies. However, the endorsement of the individual plans occurred over subsequent years which has not always helped to promote an integrated approach.
5. Whilst the existing plans do cover the entire age cohort from 0-25, each of the plans use different 'language' and frameworks that have informed their development. A more integrated approach would support seamless transitions across the age groups.
6. Additionally, not all of the existing plans have had a strong alignment to the timing of new Council plans.
7. In response to these issues, a different framework has been employed for the preparation of a 0 to 25 Plan that adopts a life stage approach. This approach reflects the journey of families raising and caring for children and young people as they grow and transition from dependence to independence.
8. A life stage approach encourages stakeholders to think broadly about the needs of a child from their birth to 25 years of age. This approach recognises that there are periods of transition and stages of development that each child moves through in their own unique way.
9. An approach that promotes integration and collaboration fosters a more 'joined up' service system. This translates to a more seamless experience for families as they navigate their way through the service system during the journey of raising children as they mature and become adults.

**The Nest framework**

10. In response to the relative lag in the overall wellbeing of Australian children and young people within the international context, the Australian Research Alliance for Children and Youth (ARACY) investigated 'What do children and young people need to make a good life', and how communities and organisations support their growth and development.
11. The investigation was undertaken because of persistent poor outcomes for many children and young people despite significant investment in policies, programs and services over time targeting child and/or youth wellbeing. ARACY's work was therefore focused on better understanding the evidence of factors that contribute to positive social change.

12. The ARACY approach to planning for Children and young people aims to take a life stage approach such that “responses and interventions must be appropriately distributed along the age continuum of childhood. We need to design and build a comprehensive national prevention and early intervention system across the key life phases – early childhood, middle years and later school years and focused at key transition points”.
13. Through the implementation of an evidence based framework, real impact measures can be taken to better understand the outcomes of investment in social support systems.
14. As an outcome of the work of ARACY, the ‘Nest’ framework was developed which speaks directly to the experiences of children and young people.
15. The ‘Nest’ framework is now being used as a guide to improving child and youth wellbeing in Australia. As an example, the ‘Nest’ framework has been used by other local governments (such as Boroondara, Moonee Valley, Moreland councils) to develop municipal strategies for children and young people.
16. The ‘Nest’ promotes the following vision:
 

*“All children and young people are loved and safe, have material basics, are healthy, are learning and are participating and have a positive sense of culture and identity.”*
17. ARACY measures achievement of the vision by improvements in the indicators of child and youth wellbeing with specific targets for improvement against OECD countries.
18. At an operational level the framework promotes principles such as; the child at the centre, privileging Aboriginal and Torres Strait Islander knowledge, long term, evidence based approach, prevention and early intervention, a life stage approach and systematic change using an outcomes approach.
19. Six key themes are central to the ‘Nest’ framework and are identified by the evidence as critical indicators for a ‘good life’ for children and young people. The use of consistent indicators against the key themes will be an effective tool in monitoring change over time. The broad themes adopted by the Nest agenda include that children and young people are:
  - (a) Loved and safe;
  - (b) Have access to material basics;
  - (c) Being healthy;
  - (d) Learning;
  - (e) Participating; and
  - (f) Have a positive sense of culture and identity.
20. Yarra faces similar issues in child and/or youth wellbeing as those examined in The ‘Nest’ project. The Australian Early Development Census measures the development of children in Australia in their first year of school and the findings provide an example of uneven development across Yarra.
21. In the last AEDC in 2015 the majority of children living in Yarra were developmentally on track (72.4%). Comparative surveys also found that most children living in Yarra were developmentally on track (81.1% in 2009 and 80.2% in 2012).
22. However, between 2012 and 2015 there was a statistically significant decrease in the number of children developmentally on track within four of the five domains measured by the AEDC: physical health and wellbeing, social competence, emotional maturity and communication skills and general knowledge.
23. Findings from the Yarra Communities That Care survey conducted in 2015 (n=632 students) highlighted three key areas of concern for middle years children in Yarra. The results are highlighted below:
  - (a) Firstly, alcohol and other drug use was found to be an issue, with high rates of binge drinking and a prevalence of peer, family and community risk factors known to predict substance use;

- (b) Secondly, many middle years children experienced poor family relationships, high levels of family conflict and parental attitudes favourable to antisocial behaviour; and
  - (c) Finally, personal resilience and wellbeing was an area to emerge, with one in five year 6s having symptoms of depression, which doubled to two in five by year 8.
24. Similar to concerns about poor outcomes for children and young people that underscored the work of ARACY, Yarra has also experienced poor outcomes for some children and young people. This is despite significant efforts over time thereby prompting a different approach to how we plan for children and young people.
25. The 'Nest' framework will strengthen policy and practice, embedding an evidence-based approach in what we do and how we do it. To this end, our work will build on the achievements of existing strategies and policy.
26. Consolidating and progressing the work that has been found to deliver good outcomes for children and young people is a strong focus of this approach. Applying the 'Nest' framework fosters the opportunity to plan and act locally whilst also thinking about the national context.

### **External Consultation**

27. Total of 764 children, young people, parents and community members have been consulted to develop the draft plan, across a range of locations, formats and modalities.
28. The first stage of consultation was undertaken between October to December 2017 where we spoke to children, families and young people about raising children and growing up in Yarra.
29. The consultation included the following activities that are detailed in a summary of consultation (Attachment 1):
- (a) Consultations in and around International Children's Week in community settings including but not limited to, early childhood education and care centres, parent groups, Collingwood Children's Farm during a Children's Week event, homework clubs, Cubbies, Yarra Youth Centre and programs;
  - (b) Have Your Say – on line community feedback on the Yarra public website;
  - (c) Interviews and consultations with advisory committees and community stakeholders including Yarra Settlement Services Forum, Yarra Multicultural Advisory Group, Early Years Reference Group and Yarra Youth Advisory Committee; and
  - (d) Critical ideas forum with Communities that Care partners and other stakeholders connected to the 0-25 years cohort to consider community feedback and opportunities for action in the new Plan.
30. The consultation centred around three key questions that were slightly adapted to suit the needs of the different cohorts or audience. The questions are as follows:
- (a) What's good about raising children in Yarra;
  - (b) What concerns you about raising children in Yarra; and
  - (c) How can Yarra be a better community for raising children.
31. A second and more targeted stage of consultation sought to confirm and clarify issues identified from the first phase of consultation. This second stage also provided an opportunity to hear from families, young people and children that may not have provided input during the first stage of consultation or were keen to provide additional feedback.
32. The second stage of consultation included:
- (a) On line survey for families distributed through existing services and networks and completed through face to face interviews;
  - (b) Group discussions with young people; and
  - (c) Activities conducted in early childhood education and care centres designed to encourage and support children's input into the Plan.

33. As part of the broader consultation process, 2 stakeholder workshops have been conducted with participation from internal and external stakeholders. The workshops assisted in gaining buy-in and promoted a shared understanding of the data and emerging priorities.
34. The stakeholder workshops also provided a forum for testing ideas and discussing potential for joint action and future collaboration.
35. All data obtained through the consultation process has been collated and analysed using the NEST framework. This was undertaken as a joint exercise in a combined internal and external stakeholder workshop.
36. Analysis of data against the NEST framework has revealed the predominant sub-themes and has guided identification of priorities for further consideration and action.
37. The internal Project Reference Group has also met to discuss how the work of other relevant areas of Council aligns with the strategic priorities included in the Plan.
38. A third stage of public consultation is proposed from early May 2018 to beginning of June 2018. Activities include: (Attachment 2)
  - (a) Broad community consultation on draft Plan to solicit feedback on whether have proposed reflects the views and ideas of children, young people and families we have spoken with;
  - (b) Conducting a stakeholder meeting with external representatives to review draft Plan and indicators for measuring how children and young people are faring in Yarra over time and exploring opportunities for partnership actions and shared approaches; and
  - (c) Targeted consultation in a variety of service settings.

#### **0-25 Plan**

39. The 0 to 25 Plan includes important contextual information about the preparation of the 0-25 Plan, the process and other inputs that have shaped the draft Plan. This document will form the basis of the third stage of public consultation (Attachment 3).
40. Information describes the development of the 0 to 25 Plan and NEST framework, together with a demographic profile of children, young people and families in Yarra.
41. A consultation summary is also included in the document together with an overview of proposed indicators that will assist in capturing how children and young people in Yarra are faring over time.
42. Consultation data was considered against relevant Council policies and the evidence base to highlight the key strategic priorities for children, young people and their families in Yarra. This step is designed to ensure that strategies incorporated in the 0 to 25 Plan are not only shaped by community input but are clearly evidence based.
43. As a result, strategies in the Plan will build on existing work and make a positive contribution to a growing body of knowledge that can be applied both at a practice and policy level.
44. The strategic priorities are included in the draft 0 to 25 Plan and correlate with the NEST themes. The strategic priorities will remain constant for the life of the Plan and are as follows:
  - (a) the diversity and uniqueness of children, young people and their families is welcomed and celebrated;
  - (b) improve the health and wellbeing of children and young people and their families;
  - (c) strengthen inclusive and engaged communities through participation of children, young people and their families;
  - (d) support children, young people and their families to be strong, resilient and resourceful;
  - (e) improve participation of children and young people and their families in learning, employment, education and training;

- (f) services for children and young people are coordinated, responsive and evidence based; and
  - (g) a child friendly city provides for everyone.
45. The Plan details a number of strategies under each of the seven (7) strategic priorities.
  46. Implementation of the 0 to 25 Plan will be pursued through annual action plans detailing the actions to be prioritised each year. This will ensure that the actions remain highly relevant and continue to have currency in the 0 to 25 policy and operational context.
  47. A draft first year Action Plan 2018-2019 has been developed to support the implementation and operationalisation of the 0-25 Plan (Attachment 4).
  48. The action plan details the specific actions that will be taken in the first year of the plan to meet the strategic priorities.
  49. The first year Action Plan does not attempt to address all of the strategies identified in the 0-25 Plan, however strategies not addressed in the first year Action Plan will be addressed in future years over the life of the Plan.
  50. Separate evaluation plans will be prepared for projects and initiatives included in the annual action plans whilst the indicators included in the background report will continue to measure how well children and young people in Yarra are faring over time.

#### **Internal Consultation (One Yarra)**

51. A Project Reference Group was established with representatives from the following areas: Community Partnerships; Aged and Disability Services; Arts, Venues and Events; Family Youth and Children's services (project lead); Yarra Leisure, Yarra Libraries, Open Space and Social Policy.

#### **Financial Implications**

52. The project budget for the development of the plan was factored into the 2017/18 Council Budget.
53. Actions requiring a financial commitment will be factored into future annual budget processes.

#### **Economic Implications**

54. The Nest' framework recognises that access to material basics and learning has immediate and future impacts on the child and youth wellbeing. A capacity to meaningfully and fully participate in learning and education has lifelong implications for children and young people in Yarra, with direct correlations to future earning potential.

#### **Sustainability Implications**

55. Project management has incorporated green procurement policy and procedures as per Council policy.
56. Children and young people have told us that environmental sustainability is important to them. This will be considered as part of the preparation of the 0 to 25 Plan annual action plans.

#### **Social Implications**

57. The project approach recognises life stage and how transitions from infancy childhood adolescence and adulthood are experienced are critical health and wellbeing.

#### **Human Rights Implications**

58. The project will continue Council's commitment to responding to rights of children and young people to participate and to be heard and as outlined in the United Nations Declaration on the Rights of the Child and the Victorian Charter for Human Rights and Responsibilities.



### **Communications with CALD Communities Implications**

59. Consultative questions were tested with parents and children from non-English speaking backgrounds before been introduced into the community consultations for stage 1. Interpreters and community leaders were regularly used in community discussions and this will be repeated during the third stage of public consultation.

### **Council Plan, Strategy and Policy Implications**

60. The 'Nest' vision aligns with the 2017-2021 Council Plan as can be seen in the following objectives included in the Council Plan:
- (a) Objective 1: A healthy Yarra – *'a place where ...community health, safety and wellbeing are a focus in everything we do'*;
  - (b) Objective 2: An inclusive Yarra – *'a place where ....inclusion, diversity and uniqueness are welcomed, respected and celebrated'*; and
  - (c) Objective 7: A leading Yarra - transparency, performance and community participation drive the way we operate.
61. Similar aspirations are expressed for children and young people with the 'Nest' encouraging healthy, active community participants that have a strong sense of culture and identity.
62. The intention of the Project is to review and consolidate planning for children and young people into one Plan. The impact of the project would be to replace the existing Early Years and Middle Years Strategies and Youth Policy with a '0 to 25' Plan.

### **Legal Implications**

63. There are no legal issues considered in this report.

### **Conclusion**

64. The proposal to utilise ARACY's 'Nest' framework to guide the development of a 0 to 25 Plan to replace completed or soon to be completed strategies for children and young people provides significant benefits.
65. Drawing on best practice in Yarra, the project approach for the preparation of a new Plan for children and youth aged 0 to 25 involves:
- (a) recognising the importance of the early years as a foundation for health and wellbeing and developing a life stage approach by focusing in one plan upon 0 to 25 years cohort;
  - (b) building on achievements and progress of current strategies for children and youth;
  - (c) recognising current work undertaken by council, education, community and other organisations to improve child and youth wellbeing as well the importance of families to improve the wellbeing of children and young people;
  - (d) continuing to listen to the voices of children, young people, their families and wider community in what's great and what's challenging and could be made better in Yarra for children and young people;
  - (e) considering and responding to community views and analysing information using 'The Nest' Framework;
  - (f) committing to developing of measures and communicating the outcomes of the new Plan in community settings; and
  - (g) ensuring the new Plan is accessible and easy for everyone to understand.
66. An extensive community consultation process was conducted that captured the views of more than 750 children, young people and families and informed the draft 0 to 25 Plan.
67. This was complimented by input from a variety of internal and external stakeholders and considered against relevant evidence.

### **Next steps**

68. Further extensive community consultation will assist in shaping the final draft and to ensure the Plan responds to community needs and aspirations in continuing to develop Yarra as a child friendly city for children, young people and their families.
69. The final draft 0 to 25 Plan will be presented to Council, together with submissions received and officer response, for final adoption in July 2018.
70. Following further consultation and final endorsement from Council, officers will also develop a simple one page summary of the adopted plan to assist with future community understanding and engagement.

### **RECOMMENDATION**

1. That Council:
  - (a) note the draft Yarra 0-25 plan; and
  - (b) authorise officers to commence a further four week period of consultation of the draft Yarra 0-25 Plan 2018-2022 and draft 0-25 Action Plan 2018-2019.

**CONTACT OFFICER:** Janet Keily  
**TITLE:** Service Planning and Development  
**TEL:** 9205 5472

### **Attachments**

- 1 0 to 25 Plan Consultation Summary 2017
- 2 0-25 Plan ConsultPlanStage3
- 3 Yarra 0 to 25 Plan draft 2018-2022
- 4 Yarra 0 to 25 Plan draft 2018-2019 Action Plan

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## 11.5 Community Infrastructure Plan

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Trim Record Number: D18/59531

Responsible Officer: Manager Corporate Performance

### Purpose

1. To present the Community Infrastructure Plan, a deliverable of the Strategic Community Infrastructure Framework, to Council for adoption.

### Background

#### *Context*

2. Under the Victorian Local Government Act 1989, Council has a responsibility to provide and maintain community infrastructure in the municipal area and ensure that it is accessible and equitable.
3. Community infrastructure is a broad term and the responsibility for its delivery covers all levels of government, the private sector and community organisations. Co-ordinated delivery is crucial so that responses are connected, knowledge is shared and outcomes are maximised.
4. Council defines community infrastructure as the places, spaces, physical assets, services, programs and activities that are accessed by the community for active citizenship, social interaction, recreation and physical activity.
5. The context for community infrastructure provision is shifting. The City of Yarra will continue to experience significant population growth and change, increasing from an Estimated Resident Population of 93,380 in 2016 (ABS Census, 2016) to a forecast population of 122,022 in 2031 (Victoria in the Future, 2016).
6. As more and more people reside in the municipality, demand for community infrastructure will increase. At the same time, our demographic make-up is changing and community expectations around community infrastructure are different from the past.
7. Meeting Council's community infrastructure needs is a cross-organisational responsibility. There are a number of challenges and opportunities that Council is facing in delivering on these responsibilities. These include land development, different needs, changing community expectations and fiscal constraint.

#### Council response

8. Council recognises that community infrastructure is fundamental to a diverse, prosperous and sustainable Yarra. Council's vision for community infrastructure planning is:

*To identify current and future needs so that Council can deliver and influence the provision of quality, flexible and responsive community infrastructure to support a prosperous, liveable and sustainable City of Yarra.*

9. Council's three goals for community infrastructure planning are to:
  - (a) build and support a safe, healthy and cohesive community;
  - (b) support a sustainable city with responsive and flexible community infrastructure; and
  - (c) embed a holistic approach in planning and delivery.
10. The Strategic Community Infrastructure Framework (SCIF) has been developed to achieve the vision and goals outlined above.
11. The SCIF provides tools to assist Council decision-making for community infrastructure planning.

12. Council adopted the SCIF on December 6, 2016. See Table 1 for detail. Research and analysis supports the SCIF providing an evidence-base and includes service-based infrastructure assessments, a community infrastructure register and other analysis of relevant data sets.

Table 1

Component	Description	Status
Context Paper	Sets out Yarra’s approach to community infrastructure planning; how it integrates with existing policies and strategies and the challenges and opportunities for planning and delivery.	Adopted December 2016
Community Infrastructure Planning Policy (Policy)	Outlines Council’s vision and goals for community infrastructure planning; Community Infrastructure Planning Principles and the ways Council will research, engage and advocate with stakeholders to respond to current and future needs.	Adopted December 2016
Monitoring and evaluation	Outlines how performance of the SCIF will be measured and progress tracked.	Adopted December 2016
<b>Community Infrastructure Plan</b>	<b>Focuses on current and future community needs, how they may change over time and Council’s role in responding. Community infrastructure planning considerations specific to each neighbourhood are provided. Strategic, high-level opportunities to respond to needs are provided.</b>	<b>Being presented for adoption on 24 April 2018</b>

Community Infrastructure Plan (Plan)

13. The first stage of the Plan incorporating five neighbourhoods was endorsed by Council on 3 October 2017 (Richmond South, Central Richmond, North Richmond, Abbotsford and Collingwood).
14. The Plan as shown in Attachment 1 is now finished with the completion of the remaining five neighbourhoods (Fitzroy, North Fitzroy, Carlton North - Princes Hill, Clifton Hill, Fairfield - Alphington).
15. The Plan uses community needs as the key driver for infrastructure planning. It looks at community needs - now and in the future - and identifies opportunities to respond to those needs.
16. The Plan is a tool to inform decisions and resource allocations; there are no project commitments. This means that Council, nor any other providers of community infrastructure, are bound to undertake any opportunities identified in the Plan.
17. The Plan considers:
- (a) community needs as per Table 2;
  - (b) service trends and delivery models;
  - (c) neighbourhood demographics including forecasts;
  - (d) growth and change areas;

- (e) the capacity of existing infrastructure to respond to future needs;
- (f) external stakeholders (defined as other levels of government, private enterprise, property developer or not-for-profit organisation) who operate in the delivery and operation of facilities and services; and
- (g) potential ways to meet community needs.

Table 2 Community needs

Common to all age groups	Target populations
Arts and culture	Family services
Flexible multi-purpose community space	Early years
Libraries	Middle years and young people
Neighbourhood houses	Older persons
Public space	People with a disability
Open space	
Recreation and leisure	

- 18. The Plan is a municipal plan; it isn't a plan for each neighbourhood. This is in recognition of the fact that communities and service catchments (the spatial area from which a service attracts a population that uses it) cross geographic boundaries.
- 19. The Plan considers community infrastructure that is delivered by other providers such as educational facilities, private early years' services, commercial gyms and infrastructure that is located outside of Yarra because they can influence Council's planning and delivery of community infrastructure.
- 20. The Plan acknowledges the role of other Council-delivered services such as public toilets, bike infrastructure, footpaths and roads and their collective role in contributing to the overall community infrastructure network. However, detailed analysis of these is out of scope as other Council processes (i.e. specific plans and strategies) are dedicated to these services.
- 21. The Plan is structured in three sections:
  - (a) Community needs. These are categorised into 12 areas and discussed from a municipal perspective with respect to service trends and delivery models;
  - (b) Neighbourhood demographics and forecasts, existing infrastructure and other information. The ten neighbourhood areas correspond with small area demographic information; and
  - (c) Opportunities to meet community needs. These are potential ways to respond to community needs and include soft responses such as the scheduling of programs and hard responses such as improving the functional layout of a facility.

A strategic approach is taken with a focus on the key opportunities, this means not every possible community infrastructure improvement (renewal, upgrade or new) is included. The opportunities are provided as:

  - Building infrastructure opportunities. These relate to buildings and property.
  - Operational and advocacy opportunities. These relate to operating or managing a facility or service, or Council promoting and leveraging influence.
- 22. The Plan is a precursor for more detailed work around the identified opportunities; it doesn't recommend projects or suggest solutions.

*Benefit and application*

23. The Plan demonstrates considered and holistic thinking about how Council can deliver community infrastructure in the context of population growth and changing needs and expectations.
24. Used alongside other components of the Framework, the Plan is a decision-making tool to ensure that community needs drive projects and that decisions are evidence-based.
25. The Plan is a tool to have conversations with the community, external stakeholders and partners. It can inform advocacy and developer contributions towards community infrastructure.
26. With the Plan now complete, further work will be undertaken by Officers to integrate the Framework with other Council processes.
27. There are a number of integration points across the organisation and embedding the Framework will strengthen integrated service and community infrastructure/asset planning. Benefits of this include: aligning projects with strategic objectives, identifying synergies between needs of different services and making use of available data and information.

*Review and update of the plan*

28. The changing environment that community infrastructure planning operates within means that the Plan will change and evolve. This means that the Plan will remain current and useful and continue to align with Council's strategic direction.
29. Some content of the Plan that was adopted on 3 October 2017 has been modified because of the release of new information, namely Census 2016 data (in particular Section 1 'Growth and Change' and Section 2 'Neighbourhoods').
30. The Plan will be reviewed and updated on a needs basis and returned to Council for approval when required.

**External Consultation**

31. The Plan is based on professional opinion using an evidence-base established on research, consultation with officers and the existing consultation activities that Council undertakes.
32. Future projects, activities or services that have been informed by the Plan will generate external consultation as required.

**Internal Consultation (One Yarra)**

33. The Plan has been informed by Planning and Place Making, People Culture and Community, Community Wellbeing, City Works and Assets, Advocacy and Engagement and Corporate Business and Finance.
34. Councillors were invited to attend meetings in their wards to discuss the Community Infrastructure Plan in detail and provide feedback.

**Financial Implications**

35. There are no financial implications associated with this report.
36. The Plan presents facts about Council services and community infrastructure, identifies community needs and potential ways to meet those needs. As such, it is not committing to future capital or operational spending, or binding Council financially in any way.

**Economic Implications**

37. The Plan aims to inform the delivery of appropriate community infrastructure and bring about a stronger economic climate for Yarra. Community Infrastructure plays a role in the local economy, for example:
  - (a) quality public realm including footpaths and public space enables people to move freely and access services and shops and increase spending;

- (b) Health and Wellbeing Services, Libraries, Neighbourhood Houses, Recreation and Open Space contribute to people's physical and emotional health increasing workforce participation and can lessen government support; and
- (c) attract visitors, groups and businesses to Yarra promoting economic growth.

### **Sustainability Implications**

38. The Plan advocates for sustainable infrastructure choices and the retrofitting of existing infrastructure, for example optimising energy and water savings to reduce Council's overall environmental footprint.

### **Social Implications**

39. Community infrastructure improves community wellbeing and social cohesion. For example:
- (a) the availability of appropriate spaces and places provides people an opportunity to socialise, recreate, exercise and learn new activities facilitating the development of community relationships; and
  - (b) adequate provision of community infrastructure is essential so as to avoid costs associated with disadvantaged, disengaged and isolated communities (costs such as welfare dependency, social exclusion, anti-social behaviour, crime and poor health). It plays a vital role in the social life of communities contributing to their sense of belonging and safety.

### **Human Rights Implications**

40. Increasing participation and inclusion is consistent with the *Charter of Human Rights and Responsibilities Act 2006*. Council has a responsibility to meet its obligations through appropriate and accessible community infrastructure.

### **Communications with CALD Communities Implications**

41. Delivery of key findings from the Plan can be provided to CALD communities upon request; there are no specific communications with CALD communities' implications.

### **Council Plan, Strategy and Policy Implications**

42. Community infrastructure planning for all Yarra neighbourhoods was an initiative of the Council Plan 2013-2017.
43. Embed and integrate the Strategic Community Infrastructure Planning Framework (which includes the Community Infrastructure Plan) in Council planning and decision-making is an initiative in the Council Plan 2017-2021.
44. The SCIF has drawn upon the priorities and aspirations of existing policies, plans and strategies from across Council and will operate to influence future Council Plans, policies and strategies.

### **Legal Implications**

45. There are no legal implications associated with this report.

### **Other Issues**

46. There are no other issues associated with this report.

### **Options**

47. There are no other options provided for this report.

### **Conclusion**

48. The Plan is a tool to assist Council to fulfil its responsibility to provide and maintain community infrastructure in Yarra.
49. The Plan delivers on a commitment of the Strategic Community Infrastructure Framework. It is a tool to inform decisions and resource allocations so that community infrastructure responds to needs.

50. Planning for how to respond to community needs encompasses many considerations. These include population growth, changing needs and preferences, differences in demographic profiles, assessing capacity of existing community infrastructure and building partnerships with stakeholders.
51. The above considerations, alongside Council's strategic direction for investing in community infrastructure (the type and level of provision) have informed the opportunities to address needs that are identified in the Plan.
52. Community needs change and evolve, as does the context in which Council operates under. As such, the Plan will be monitored over time so that it remains current and useful.

## **RECOMMENDATION**

That Council adopt the Community Infrastructure Plan.

**CONTACT OFFICER:** Emily Woodin  
**TITLE:** Coordinator Community Infrastructure Planning  
**TEL:** 9205 5230

## **Attachments**

- 1 Community Infrastructure Plan



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**12.1 Notice of Motion No. 5 of 2018 - Community Greenhouse Action Plan**

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Trim Record Number: D18/68699

Responsible Officer: Group Manager Chief Executive's Office

I, Councillor Amanda Stone, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 24 April 2018:

1. *That Council note:*

- (a) *its resolution of 19 December 2017, calling for a briefing report to the March cycle on the feasibility of developing a Community Greenhouse Action Plan;*
- (b) *the Briefing report that was subsequently presented to Council; and*
- (c) *the expressed interest of Yarra Energy Foundation in taking a lead role in the preparation and delivery of a Community Green house Action Plan.*

2. *That:*

- (a) *Council now receive a report to the May cycle of Council Meetings on a proposal for the development of a joint Yarra Council / Yarra Energy Foundation Community Greenhouse Action Plan, which could be ready for adoption by Council by early 2019; and*
- (b) *such report clearly identifies the respective roles of Yarra Energy Foundation and Yarra Council in the development and acquittal of the Plan."*

**RECOMMENDATION**

1. That Council note:

- (a) its resolution of 19 December 2017, calling for a briefing report to the March cycle on the feasibility of developing a Community Greenhouse Action Plan;
- (b) the Briefing report that was subsequently presented to Council; and
- (c) the expressed interest of Yarra Energy Foundation in taking a lead role in the preparation and delivery of a Community Green house Action Plan.

2. That:

- (a) Council now receive a report to the May cycle of Council Meetings on a proposal for the development of a joint Yarra Council / Yarra Energy Foundation Community Greenhouse Action Plan, which could be ready for adoption by Council by early 2019; and
- (b) such report clearly identifies the respective roles of Yarra Energy Foundation and Yarra Council in the development and acquittal of the Plan.