Agenda Paper

for the

Ordinary Meeting of Council

To be held at the Council Chambers, Civic Centre, Boxshall Street Brighton

on

Tuesday, 25 July, 2017 at 7.00pm

Cr: 

Cr Alex del Porto (Mayor)

Councillors:

Cr Laurence Evans
Cr James Long BM JP
Cr Michael Heffernan
Cr Clarke Martin
Cr Rob Grinter
Cr Sonia Castelli
Members of the Gallery

Your attention is drawn to Section 92 of Council's Governance Local Law No 1.

Section 92 The Chair's Duties and Discretions

In addition to other duties and discretions provided in this Local Law, the Chair –

(a) must not accept any motion, question or statement which is derogatory, or defamatory of any Councillor, member of Council staff, or member of the community.

(b) may demand retraction of any inappropriate statement or unsubstantiated allegation;

(c) must ensure silence is preserved in the public gallery during any meeting

(d) must call to order any member of the public who approaches the Council or Committee table during the meeting, unless invited by the Chair to do so; and

(e) must call to order any person who is disruptive or unruly during any meeting.

An Authorised Officer must, if directed to do so by the Chairman, remove from a meeting any Councillor or other person who has committed such an offence.

Your cooperation is appreciated

Chairperson of Council
Order of Business

1. Prayer

2. Acknowledgement of Original Inhabitants

3. Apologies

4. Disclosure of any Conflict of Interest of any Councillor

5. Adoption and Confirmation of the minutes of previous meeting

6. Public Question Time

7. Petitions to Council
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8. Minutes of Advisory Committees
   Nil

9. Reports by Special Committees
   Nil

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   10.6 Response to petition - Reclaim the Historic name 'Pennydale' for the Neighbourhood Bounded by Bay Road, Frankston Railway line, Park Road and the Residential Zone on both sides of Jack Road ................................................................. 65
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10.13 Council action awaiting report

11. Reports by Delegates

12. Urgent Business

13. Notices of Motion
   Nil
1. **Prayer**

O God
Bless this City, Bayside,
Give us courage, strength and wisdom,
So that our deliberations,
May be for the good of all,
Amen

2. **Acknowledgement of Original Inhabitants**

We acknowledge that the original inhabitants of this land that we call Bayside were
the Boon wurrung people of the Kulin nation.

They loved this land, they cared for it and considered themselves to be part of it.

We acknowledge that we have a responsibility to nurture the land, and sustain it for
future generations.

3. **Apologies**

4. **Disclosure of any Conflict of Interest of any Councillor**

5. **Adoption and Confirmation of the minutes of previous meeting**

5.1 Confirmation of the Minutes of the Ordinary meeting of Bayside City Council
held on 27 June 2017.

6. **Public Question Time**
7. Petitions to Council

7.1 PETITION: INAPPROPRIATE DEVELOPMENT IN HAMPTON EAST

Corporate Services - Governance
File No: PSF/17/68 – Doc No: DOC/17/142613

Petition from residents requesting Bayside City Council to limit overdevelopment and provide protection for residents against inappropriate development. (108 signatories).

“We the undersigned hereby petition Bayside City Council to:

1. Limit overdevelopment in line with election undertakings given by our present councillors

2. Retain our part of Hampton East as ‘General Residential’ by not proceeding with the proposal to rezone it as an ‘activity centre’

3. Provide protection for current and future residents against overshadowing by introducing a municipal policy guaranteeing solar access throughout the year

4. Ensure that safety is not compromised in the narrow streets of Hampton East by traffic congestion and parking deficiency

5. Provide the legal resources needed to defend Council rulings where cases of inappropriate development are appealed through VCAT.”

Petition Requirements
The submitted petition containing 108 signatories meets the required format of a petition in accordance with Council's Governance Local Law No: 1, Clause 65.

Recommendation:
That the petition be received and a report be submitted to the 22 August 2017 Ordinary Meeting for consideration.

Support Attachments
Nil
8. Minutes of Advisory Committees

Nil

9. Reports by Special Committees

Nil
Executive summary

Purpose
To present the Bayside Heritage Action Plan June 2017 (‘the Plan’) for adoption. The purpose of the Plan (refer Attachment 1) is to ensure that Council:

- Identifies and protects Bayside’s significant heritage for the benefit of current and future generations;
- Addresses Council’s legislative responsibilities for the protection of heritage assets and places; and
- Has a clear heritage work program for the identification, protection, management and promotion of Bayside’s heritage assets for the coming ten years.

The Plan (refer Attachment 1) also acknowledges Council’s current efforts in preserving and promoting heritage within Bayside.

Background
Council has a responsibility for heritage preservation, consistent with the objective located at Section 4(1)(d) of the Planning and Environment Act 1987 to “conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value”.

Council has completed 10 area based heritage studies, reviews and further individual assessments which have in the majority been translated into provisions in the Bayside Planning Scheme to identify and protect places of heritage significance. The Bayside Thematic History, which provides a historical context to Bayside’s development, is a key piece of work completed.

Council has completed an Indigenous Heritage Study, which identifies places of cultural heritage significance. Several Cultural Heritage Management Plans and Conservation Management Plans have been prepared to inform future Council projects and the use of public spaces.

Protecting places of historical and architectural value is a key Council responsibility with more than 1,500 properties included in the Heritage Overlay, including significant trees and landscapes. This is supported by a Heritage Policy forming part of the Bayside Planning Scheme which provides a foundation for decision making in relation to heritage places.

Council also undertakes conservation works to its buildings on the Victorian Heritage Register (VHR), including Billilla, Black Rock House, Bayside City Council Council Chambers and Civic Centre, Brighton Town Hall, Higginbotham Hall and Kamesburgh House and Gardens.
Council collaborates with community groups and historical societies on projects and employs heritage advisors to provide technical expertise regarding heritage related planning matters. Council also waives planning permit application fees where the Heritage Overlay is the only requirement to obtain planning permission.

Council is active in the communication and promotion of heritage related material, including through the activation of Council owned and managed heritage places by using them to hold events and programs (such as the Bayside Design Market, Artist in Residence at Billilla and ghost tours and events at Black Rock House) or by using these heritage buildings for community purposes. Heritage restoration and renovation are incentivised through the inclusion of a heritage category in the annual Bayside Built Environment Awards. Audio tours of Council’s heritage trails and walks are integrated within the Bayside Walks and Trails smartphone app to encourage visitors to learn of Bayside’s past.

**Heritage Action Plan**

The development of the Plan included consideration of all heritage related activities in which Council is involved and included:

- An audit of previous Council heritage studies;
- An investigation of previous and current heritage communication and interpretive projects;
- A review of heritage related procedures; and
- Internal consultation with Council staff involved in the implementation or preparation of heritage procedures.

The scope and format of the Plan was informed by Heritage Victoria’s *Municipal Heritage Strategies: A Guide for Councils*, October 2012 which recommends using the following four themes for heritage planning:

- **Knowing** (identification, assessment and documentation of heritage places);
- **Protecting** (statutory protection, policy development, appropriate management);
- **Supporting** (assistance, advice and incentives to help conserve heritage places); and
- **Communicating and promoting** (measures to raise awareness and appreciation of the heritage of the area).

In summary, actions identified in the Heritage Action Plan aim to:

- Ensure the identification, management and protection of Bayside’s heritage assets reflects Bayside’s history and pattern of development;
- Increase community knowledge, appreciation and awareness of Bayside’s history, historic buildings, places and objects;
- Support the community, including community groups, to conserve and promote Bayside’s history, heritage places and heritage objects; and
- Increase community awareness and adoption of best practice heritage conservation techniques.

**Key issues**

While Council is active in protecting and promoting heritage, challenges do exist which could impact Council’s ability to achieve its heritage objectives. A summary of the key challenges and actions relating to each theme are included below.
Knowing

Challenges exist in relation to closing the gaps in Council’s knowledge of heritage places, particularly inter-war and post-World War II buildings structures and features, and managing community requests for the assessment of potential places of heritage significance. Similarly, challenges exist in the recording of Bayside’s indigenous history and ensuring this is adequately translated into policy. These challenges share a linkage with enhancing Council’s heritage knowledge and awareness of heritage policies and procedures. It is proposed to respond to these challenges initially through further work relating to potentially significant buildings within the mid-century period in Beaumaris and the Church Street and Sandringham Major Activity Centres, consolidating information and resources and investigating previously identified sites which may be suitable for inclusion in the Heritage Overlay. A specific recommendation on this is included with this report.

Protecting

The key challenges for the protection of heritage sites relate primarily to ensuring that sites identified as potentially significant are translated into the Bayside Planning Scheme to ensure that statutory protection is achieved. Ensuring public works continue to conserve and enhance Bayside’s heritage places, objects and landscapes and ensuring Council’s development of heritage policies and procedures will further ensure protection outside of the Bayside Planning Scheme.

Supporting

This involves ensuring partnerships with historical societies and heritage interest groups are strengthened to ensure that heritage information is accurate, clear and easy to access. Ensuring that the process is easy to use for non-professional permit applicants, including the provision of clear heritage guidelines will ensure that buildings and places of heritage significance are supported within the community.

Communicating and promoting

There has been a considerable volume of strategic work undertaken in relation to heritage matters. Making information easily accessible, heritage places publicly accessible and promoting heritage achievements will ensure the value of Bayside’s heritage can be clearly demonstrated. Challenges broadly related to improving access to heritage information, the unification of interpretive and promotional programs and signage are actions which will assist Council to promote its heritage work amongst the broader community.

Implementation

A number of operational and procedural actions from the Plan have already progressed including:

- Preparing a specification for a procurement panel for heritage advice, which has recently gone to market;
- Mapping and improving the process to consider and decide upon demolition applications made under Section 29 of the Building Act 1993;
- Implementing a public Geographic Information System (GIS) that provides information on zones and overlays, including information specific to Heritage; and
Preparing a database that lists heritage places, the relevant heritage study and the Planning Scheme Amendment which applied the heritage overlay to the place. It is intended that this will be available on Council’s website to make it easier for the public to locate heritage information.

The commencement of the above actions complement ongoing actions recommended in the Plan.

**Recommendation**

That Council:

1. adopts the Bayside Heritage Action Plan (June 2017) to guide future heritage work; and
2. commences the preparation of a Mid-Century Modern Heritage Study.

**Support Attachments**

1. Bayside Heritage Action Plan (June 2017) (separately enclosed)

**Considerations and implications of proposition**

**Liveable community**

**Social**

Bayside has a rich history and heritage, which the Bayside community is proud to celebrate and possess. Historic buildings, landscapes, places and objects all contribute to Bayside’s liveability, character and community cohesion. Protecting and celebrating these places, objects and artefacts is therefore a vital function of Council, for current and future generations. This is consistent with the Bayside community’s desire to see neighbourhoods and amenity protected, with development sympathetic or responsive to the natural and built environment.

The Plan seeks to protect and celebrate the social values the community attribute to places of heritage significance, for current and future generations. By setting out clear recommendations, the Plan provides Council the opportunity to improve the community’s awareness of Bayside’s history and how the community can participate in and contribute to heritage activities, events and processes.

**Natural Environment**

Protecting Bayside’s unique natural environment and landscape is a priority of the Plan through the recommendations which complement Council existing policies related to the environment, and further work to be undertaken in relation to the identification, assessment and documentation of places of Aboriginal cultural heritage.

**Built Environment**

The recommendations in the Plan emphasise the need to identify, document and protect heritage buildings within the municipality. The recommendations are consistent with the need
for Council to implement the objective at section 4(1)(d)) of the Planning and Environment Act 1987 to “conserve and enhance buildings, areas and other places which are of scientific, aesthetic, architectural or historic interest, or otherwise of special cultural value.”

Recommendations seeking to close gaps in heritage overlays, introduce heritage design guidelines and develop a clear and consistent communications policy provide a framework for Council’s future heritage work and the need to protect buildings of heritage significance.

Customer Service and Community Engagement

The Plan has been developed to reflect community aspirations relating to liveability as set out in the Bayside Community Plan 2025 and Council Plan 2017-2021.

The Plan guides Council’s heritage work program and sets out and prioritises tasks for completion, including many tasks that would result in operational efficiencies. The Heritage Action Plan does not make any recommendations to include individual properties in the Heritage Overlay. As a result, broader consultation on the actions set out in the Plan is not required at this time. Further consultation will be undertaken for some actions, for example heritage studies, however this will be determined at the implementation stages.

Where a task results in changes to the Bayside Planning Scheme, the community engagement program would also include the statutory notification process, pursuant to the Planning and Environment Act 1987.

The Plan recommends the development of a heritage interpretive and communications plan which provides an opportunity for Council to consider strategies to improve community participation and engagement in heritage activities, events and processes.

Human Rights

The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the Victorian Charter of Human Rights and Responsibilities Act 2006.

Legal

Council has a responsibility for heritage preservation, consistent with the objective located at Section 4(1)(d) of the Planning and Environment Act 1987 to “conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value”.
Council is therefore obliged to:

- Identify places of heritage significance;
- Protect and conserve such places by including them in the Heritage Overlay of the Bayside Planning Scheme; and
- Assess planning permit applications to conserve and enhance the elements that contribute to the significance of heritage places and ensure that development does not adversely affect the significance of heritage places.

Adopting the Heritage Action Plan will ensure that Council can meet its heritage obligations, including the above.

Relevant legislation such as the Planning and Environment Act 1987, Aboriginal Heritage Act 2006 and Heritage Act 1995 will be followed throughout the implementation of the Plan.

**Finance**

The preparation of the Plan was resourced within the 2016/17 Budget. The Plan provides guidance on future projects and resourcing which will need to be scoped in detail as part of Council’s usual annual Budget process. Funding to commence a Mid-Century Modern Heritage Study will be resourced within the 2017/18 Budget.

**Links to Council policy and strategy**

The preparation of the Plan derives from a recommendation made by the Bayside Planning Scheme Review 2015 to “Ensure important cultural and heritage elements are identified in the planning scheme and afforded appropriate protection.” To address this recommendation and other heritage related issues identified in the Bayside Planning Scheme Review 2015, the Review identified that Council would develop a Heritage Action Plan in the 2015/2016 financial year to review sites/precincts of heritage significance.

Council’s heritage activities are supported by adopted policies and strategies, such as the Art and Heritage Collection Policy 2013, Bluestone Kerb and Channel Replacement Policy 2015, Bayside Open Space Strategy 2012 and Bayside Coastal Management Plan 2014 which contain directions relating to heritage and provide a holistic framework for the protection of Bayside’s valued heritage character.

**Community Plan 2025**

The preparation of the Bayside Heritage Action Plan delivers the ‘Council Output’ in the Bayside Community Plan 2025 to “Ensure that areas and places of heritage, environmental and vegetation significance are protected.”

The Heritage Action Plan implements this ‘Council Output’ by setting out tasks that ensure Council can effectively identify and protect places of heritage significance, and subsequently promote places of heritage significance.
The need for Council to continue to achieve its heritage obligations through periodically reviewing its heritage controls is further supported by community feedback within the Community Plan 2025, where the community raises priorities for Council:

- to ensure that areas and places of heritage, environmental and vegetation significance are protected;
- to protect elements identified as valued neighbourhood character; and
- to maintain and enhance amenity.

This is consistent with broader sentiments expressed in the Community Plan 2025 where the community has a strong desire to see neighbourhoods protected, with development sympathetic or responsive to the natural and built environment.

**Council Plan 2017-2021**


- **Strategic Objective 3.1:** Protecting and enhancing amenity, liveability and neighbourhood character – Recommendations made in the Plan seek to protect Bayside’s liveability and character by addressing gaps in Council’s heritage policies and work program.
- **Strategic Objective 5.1:** Providing recreation and cultural opportunities that create a sense of identity, pride and place – Recommendations in the Plan seek to enhance and complement existing heritage related events, activities and programs that provide recreation and cultural opportunities for the community.

Similarly, the Plan seeks to implement Goal 3: Housing and neighbourhoods as set out in the Council Plan 2017-2021. In particular, it is consistent with the Strategic Objective to create a Bayside “Where neighbourhood character, streetscapes and heritage is respected and enhanced, and the community has a strong connection to place.”
## Options considered

### Option 1

<table>
<thead>
<tr>
<th>Summary</th>
<th>A Bayside Heritage Action Plan has been prepared for Council to adopt, which guides Council's heritage work program in relation to the identification, protection, management and promotion of Bayside’s heritage assets. The Plan also acknowledges and celebrates Council’s current efforts within heritage. The development of the Plan included consideration of all heritage related activities in which Council is involved. Actions are organised into four categories as follows: knowing, protecting, supporting, and communicating and promoting.</th>
</tr>
</thead>
</table>
| Benefits | The Bayside Heritage Action Plan:  
- Ensures the identification, management and protection of Bayside’s heritage assets reflects Bayside’s history and pattern of development.  
- Increases community knowledge, appreciation and awareness of Bayside’s history, historic buildings, places and objects.  
- Supports the community, including community groups, to conserve and promote Bayside’s history, heritage places and heritage objects.  
- Increases community awareness and adoption of best practice heritage conservation techniques. |
| Issues | Nil |

### Option 2

<table>
<thead>
<tr>
<th>Summary</th>
<th>Council may resolve to not adopt the Bayside Heritage Action Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benefits</td>
<td>There is no clear benefit.</td>
</tr>
</tbody>
</table>
| Issues | Council will not have a framework which helps guide Council’s heritage work program in relation to the identification, protection, management and promotion of Bayside’s heritage assets.  
There is no visible commitment to how Council will deliver on its heritage obligations. |
10.2 HMVS CERBERUS - HERITAGE VICTORIA PERMIT UPDATE

Environment, Recreation & Infrastructure - Open Space, Recreation & Wellbeing
File No: PSF/17/65 – Doc No: DOC/17/153490

Executive summary

Purpose and background

The purpose of this report is to provide Council with an update on the outcomes of a meeting between Council and Heritage Victoria following Council’s resolution on 27 June 2017, and to outline the next steps in Council making application for a Heritage Permit for works on the HMVS Cerberus.

The HMVS Cerberus is owned by Council. It has national significance and is listed on the National Heritage Register. The wreck is deteriorating and work is required to conserve it and ensure the structure is stable and the site is safe. Any work at the site requires a permit from Heritage Victoria.

At the 27 June 2017 Ordinary Meeting it was resolved that Council:

1. makes application to the Federal Minister for the Environment and Energy to expend funds originally provided for works on the HMVS Cerberus that are currently held by the National Trust; and

2. make a permit application to Heritage Victoria seeking to preserve the HMVS Cerberus in its current location by concrete infill or other approved method and other non-destructive means and to return the guns to the deck; and

3. advises the Friends of the Cerberus of this decision.

Key issues

Heritage Victoria Advice

Council staff met with representatives of Heritage Victoria (HV) on 17 July 2017 to discuss the Permit application process for preservation and stabilisation works on the HMVS Cerberus. HV provided the following advice:

- Council should engage suitably qualified maritime archaeology expertise to prepare the Heritage Permit application. This should include expertise in shipwrecks.

- An assessment of proposed works for different stabilisation methods and the heritage impacts of these works is needed to inform Council’s preferred method of stabilisation.

- A Heritage Impact Statement is to be included in the Permit application.

- The Permit application should include a suite of documents, drawings, summaries outlining the assessment of options and justification of the preferred approach.

- The applicable Permit Fee is currently $1,300 and Council is encouraged to make a Permit application prior to the new Heritage Act coming into force on 1 November 2017 when the fee will increase to approximately $20,000.
Funding Maritime Archaeologist Consultancy

The grant funding of approximately $550,000 currently held by the National Trust is not currently available for the work required to secure a Heritage Permit. Release of the funds will be dependent on a Permit being issued for the proposed preservation and stabilisation works.

In order for the work to investigate options to preserve and stabilise the HMVS Cerberus to be completed, it is recommended that Council expends funds of approximately $20,000 towards the cost of engaging a maritime archaeologist and other sub-consultants to prepare all necessary documentation for a Heritage Victoria Permit application. Council will then seek to have this expenditure reimbursed.

**Recommendation**

That Council:

1. notes the preferred Heritage Victoria process for Council to apply for a Heritage Permit for conservation and stabilisation works on the HMVS Cerberus; and

2. expends approximately $20,000 to engage suitable consultants to prepare the Heritage Permit application for works on the HMVS Cerberus.

**Support Attachments**

Nil

**Considerations and implications of recommendation**

**Liveable community**

**Social**

The HMVS Cerberus site has significant social and cultural heritage values. As the owner of the wreck, Council is responsible for its maintenance and protection. A Friends of the Cerberus group has been formed by people interested in the wreck.

**Natural Environment**

An environmental impact statement and heritage analysis will be required as part of the permit application process with Heritage Victoria for any works at this site. The current wreck acts as a significant marine feature.

**Built Environment**

The HMVS Cerberus is a significant form within the Half Moon Bay landscape and is deteriorating. Works are required to stabilise the wreck.

**Customer Service and Community Engagement**

Stakeholder consultation between Council, Heritage Victoria, the National Trust and the Friends of the Cerberus regarding an appropriate solution for HMVS Cerberus have been ongoing since 2011.

A meeting was held with representatives of Heritage Victoria on Monday 17 July 2017 to inform this report.
To prepare for a permit application to Heritage Victoria the proposed scope of works including drawings and descriptions will be required. It is likely that community feedback will be sought as part of this process.

**Human Rights**

The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained within the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

**Legal**

Council owns the HMVS Cerberus and is legally liable for risk management of the vessel and considers public safety to be a significant issue. This is complicated due to the vessel resting in water and a seabed over which Council has no jurisdiction.

Heritage Victoria is the permitting authority for any works to the vessel, decisions regarding permit applications are made under the Heritage Act 1975.

**Finance**

Approximately $20,000 is expected to be required to engage suitable consultants to prepare the necessary documentation for the Heritage Permit application for the conservation and stabilisation works required on the HMVS Cerberus.

There is currently no specific allocation in the 2017/18 Budget for these works so this expenditure will be funded from existing budgets and any budget savings identified during the year, should reimbursement to Council from grant funding not be possible.

**Links to Council policy and strategy**

The Council Plan 2017-2021 contains the following goal which has relevance to this matter:

Goal 8 – Bayside will enjoy strong and effective democratic representation from its Council and responsive and financially responsible services and facilities that meet community needs.
10.3 METROPOLITAN TRANSPORT FORUM - PUBLIC TRANSPORT STRATEGY 2017/18

Executive summary

Purpose and background
The purpose of this report is to seek Council endorsement of the Metropolitan Transport Forum’s public transport advocacy priority ahead of the State government election in November 2018.

Key issues
The Metropolitan Transport Forum (MTF) is an advocacy group comprising members from Melbourne metropolitan local governments, associate members representing transport companies and participants from the State government and environment groups. Bayside City Council is an active member of the MTF with councillor and officer representation at each monthly meeting. Councillor Martin, Council’s delegate, is a member of the MTF Executive Committee. For many years the MTF has consistently campaigned for public transport to have a greater share of overall transport investment from the State government.

Successive State governments have gradually recognised the need for improved public transport across Melbourne in light of increasing population growth and have invested in major transport infrastructure projects. However, investment to date has not included bus service provision and has left bus services as a much neglected and overlooked, component of the public transport network. The experience of member councils indicates common themes in relation to bus service provision. These include lack of coverage, poor service frequencies, especially in the evening, and on weekends poor bus – rail connectivity. Whilst there has been some useful groundwork undertaken by Public Transport Victoria in considering a reconfiguration of the bus networks, this has not followed through in any form of rollout or funding.

For its 2017/18 Public Transport Advocacy Strategy, the MTF proposes to support bus services as an advocacy priority ahead of the State government election in November 2018 and is seeking support from member councils to support the development of a Bus Advocacy Strategy (the Strategy) for this purpose. The Strategy will be used by the MTF to campaign to State government election candidates for increased investment in the bus network across metropolitan Melbourne. This is consistent with Council’s Public Transport Advocacy Statement (Attachment 1). Information circulated to seek support from MTF members on this matter is included in Attachment 2.

Recommendation
That Council supports the request from the Metropolitan Transport Forum for Council’s support for the development of a Bus Advocacy Strategy as part of its public transport advocacy priority ahead of the State government election in November 2018.

Support Attachments
1. Attachment 1 - Public Transport Advocacy Statement
2. Attachment 2 - MTF Public Transport Advocacy 2017/18
Considerations and implications of recommendation

Liveable community

Social
Improvements to the public transport network within the municipality will help to ensure that the transport system meets the needs of the community through the provision of well-connected, safe, accessible and convenient transport options that positively contribute to a strong economy, the health and wellbeing of the community and a low carbon future.

Natural Environment
Improvements to the public transport system within the municipality will make public transport a more convenient and attractive transport option for the community and will assist in facilitating an increase in mode share, thus reducing reliance on private vehicle trips. A reduction in private vehicle trips will assist in reducing greenhouse gas emissions.

Built Environment
The uptake in public transport due to bus network improvements will serve to alleviate traffic congestion on Bayside roads.

Customer Service and Community Engagement
No community engagement is required as part of this proposal. However, strong community support for the provision of improved public transport within the municipality was identified during the development of the Bayside Integrated Transport Strategy in 2012 and the Bayside Public Transport Advocacy Statement in May 2016. Additionally, feedback received as part of the development of the Community Plan 2025 identified the need for improved bus services within the municipality.

Human Rights
The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the Victorian Charter of Human Rights and Responsibilities Act 2006.

Legal
There are no legal implications associated with this report.

Finance
There are no financial implications associated with this report. The MTF will fund the development of the Bus Advocacy Strategy.

Links to Council policy and strategy
The development of a Bus Advocacy Strategy by the MTF is aligned with Goal 2 of the Council Plan 2017 – 2021 relating to ‘Transport’ and the associated actions associated with influencing the State government to improve public transport within the municipality.

Options considered
As the Metropolitan Transport Forum is proposing to develop a Bus Advocacy Strategy to seek increased investment from the State government in the bus network across metropolitan Melbourne, no other options were considered relevant to this report.
Public Transport Advocacy Statement

June 2016

Bayside City Council
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Executive Summary

Within Victoria, Public Transport Victoria is the State government agency responsible for the coordination of public transport. While Council can improve connectivity between walking, cycling and public transport and improve the street environment around public transport stops (including footpath quality, pram ramps, lighting, seating etc), its main role is one of advocacy.

To be an effective advocate, Council needs to have a clear and justified position around what improvements are required to the public transport system in Bayside to achieve its transport vision. This Public Transport Advocacy Statement (PTAS) identifies the proposed advocacy actions that Council will advocate for on behalf of the Bayside community.

The PTAS for Bayside City Council draws its approach from the Bayside Integrated Transport Strategy which was adopted by Council in June 2013. The PTAS is a living document that will be reviewed every four years to ensure that the advocacy actions relating to public transport within the municipality remain relevant. Any other advocacy actions that may arise prior to the review of the PTAS, for example, as a result of a Council resolution or proposed changes to the public transport network within the municipality, will be added to the PTAS if necessary.

How the Public Transport Advocacy Statement will be used

Through the development of relationships with State government agencies and other councils, Council will use the advocacy actions identified within the PTAS to work constructively with the State government and public transport providers in order to improve public transport within and through the municipality.

Advocacy Actions

Council will advocate to State government for the following improvements to public transport within the municipality.

Rail
Council will advocate to the State government for:

- A program to expand commuter parking at train stations within Bayside to meet the current and future demand for commuter parking
- A 10 minute train frequency on the Sandringham line
- The inclusion of the following locations as part of the State government Level Crossing Removal Project:
  - Highton Road, Highton; and
  - Park Road, Cheltenham
• The introduction of Parkiteer bicycle cages at all train stations serving Bayside, with Gardenvale Station being the highest priority
• Parking enforcement at train station car parks within Bayside to ensure that only public transport users are utilising car park provision

Bus
Council will advocate to the State government for:
• The following minimum bus service frequencies for all bus routes:
  o Every 20 minutes during the inter-peak and off-peak periods;
  o Every 10 minutes during peak hours; and
  o Later service coverage
• A bus service timetable review of all rail-bus interchange connections within the municipality in order to improve bus-rail connectivity
• Better resourced community engagement as part of designing and implementing any public transport service changes effecting Bayside, including timely engagement with the community and Council
• More bus shelters at bus stops within Bayside
• Bike racks on all bus routes to integrate bicycle trips with bus trips

Southland Station
Council will advocate to the State government for:
• For 60 Tulip Grove not to be used for pedestrian access between Tulip Grove and Southland Station
• Completion of traffic modelling so that the impacts of traffic and car parking within the local area resulting from Southland Station can be assessed. The State government should also engage with Council to analyse and address potential traffic and car parking impacts prior to the station opening
• For the provision of bus stops on Bay Road to be located within closer proximity to Southland Station
• Access to the southern end of the station be provided through the existing reserve owned by Kingston City Council to provide direct and safe access between the station, Nepean Highway and the shopping centre entrance
• A Bayside link to the southern entry point to the station
• Access to be maintained through Southland Shopping Centre between Southland Station and the existing bus interchange until the departure of the last bus service serving Southland Shopping Centre

Public Transport Advocacy Statement Structure

This document has been structured to:
• Identify the importance of each public transport advocacy action to Bayside;
• Provide a summary of the public transport advocacy actions; and to
• Provide information on the current public transport services within Bayside.
1.0 Public Transport Advocacy Actions

1.1 Rail

Bayside City Council will advocate for the following actions in relation to rail within the municipality:

1.1.1 **Council will advocate to State government for a program to expand commuter parking at train stations within Bayside to meet the current and future demand for commuter parking**

The provision of commuter car parking at train stations is a State government responsibility. Whilst some commuter car parking is provided at train stations, there is a deficiency in the level of parking available with most commuter car parks typically full before 8am on a weekday. Not only does this discourage many commuters from catching the train, it also forces them to seek alternative parking in and around residential streets impacting on residential amenity.

1.1.2 **Council will advocate to State government for a 10 minute train frequency on the Sandringham line**

The frequency of trains on the Frankston line is considered well serviced with a 10 minute frequency operating on weekdays and weekends. Whilst the frequency of train services on the Sandringham line is well serviced throughout weekday peak periods with train services generally operating at 8 minute frequencies, during inter-peak period this frequency reduces to every 15 minutes until 9pm after which time a 20 minute comes into operation. Weekend train services run to a 20 minute frequency.

The Network Development Plan for Metropolitan Rail, released by Public Transport Victoria in December 2012, identified that improvements to train service frequencies on the Sandringham line be would be delivered by 2016, resulting in train services operating at a 10 minute frequency during weekday inter-peak periods and at weekends. The improved train service frequency has yet to be implemented. Council understands that these improvements are solely dependent on sufficient operating funding being available to Public Transport Victoria.

The frequency of train services on the Sandringham line needs to be improved during weekday inter-peak periods and at weekends to provide passengers with a 10 minute ‘turn up and go’ frequency, to match the level of service already provided to passengers using the Frankston line.

1.1.3 **Council will advocate to State government for the inclusion of the following locations as part of the State Government Level Crossing Removal Project:**

- Park Road, Cheltenham; and
- Highett Road, Highett
In 2015 the State government announced that the removal of 50 dangerous and congested level crossings will transform the way people live, work and travel across metropolitan Melbourne and improve safety for drivers and pedestrians. The 50 nominated level crossings are planned to be removed in the current and next State government term, with at least 20 level crossings to be completed by 2018.

The Charman Road, Cheltenham, level crossing removal is planned for the next term of State government. Given the proximity of Park Road to Charman Road, there is an opportunity to remove the Park Road level crossing as part of these works to provide a benefit to the Bayside community. It is understood that the removal of the Charman Road crossing in isolation would limit the future ability to remove the Park Road crossing and also compromise the optimal outcome that would otherwise be achievable at Charman Road.

The Highett Activity Centre has experienced significant commercial and residential growth, resulting in increased congestion on Highett Road which is further exacerbated by the existing level crossing. Furthermore, it is considered that the designation by the State Government of the Highett Activity Centre as an ‘Urban Renewal Precinct’ within Plan Melbourne will result in further residential and commercial growth within the centre further adding to the current level of congestion. The removal of the level crossing at Highett Road would provide a benefit to the Bayside community.

1.1.4 Council will advocate to State government for the introduction of Parkiteer bicycle cages at all train stations serving Bayside, with Gardenvale Station being the highest priority

To improve sustainable transport options, consideration needs to be given to how well people can interchange between different modes of transport. Cycling is well suited for short journeys between 2kms to 5kms, but in partnership with rail it can be particularly effective in making long journeys a more attractive alternative to the private car in terms of both time and convenience. Facilities at train stations such as secure bicycle parking can be crucial in supporting people to make sustainable transport choices.

Parkiteer bicycle cages provide secure and undercover bike parking at selected train stations and major transport interchanges across Victoria. The State government funds the implementation of the Parkiteer bicycle cages, while the operation and administration of them is managed by Bicycle Network Victoria. Parkiteer bicycle cages are required at all train stations serving Bayside in order to encourage more people to ride to their local train station.

1.1.5 Council will advocate to State government for parking enforcement at train station car parks within Bayside to ensure that only public users are utilising car park provision

The State Government is responsible for train station car parks. The demand for car parking at train stations now exceeds the level of available car parking provision. To ensure that public
users have the best opportunity to find a car parking space it is important that the available parking provision at train stations is not taken up by other users.

1.2 Bus

Bayside City Council will advocate for the following actions in relation to the bus network within the municipality:

1.2.1 **Council will advocate to State government for the following minimum bus service frequencies for all bus routes:**
   - Every 20 minutes during the inter-peak and off-peak periods;
   - Every 10 minutes during peak hours; and
   - Later service coverage

The public transport system in Bayside does not provide full coverage to the entire municipality. The southern parts of the municipality, including Beaumaris and Black Rock, and some areas to the west of the Frankston rail line and south of the termination of the tram services (Routes 64 and 67) in Brighton East, are reliant on buses as their only form of public transport.

Generally, bus services within the municipality are local bus services (not part of the Principal Public Transport Network) with reduced service frequencies running at 30 minute intervals during both peak hours and throughout the day and generally less frequently over weekends. Improvements to bus service frequencies and their hours of operation, are necessary to make buses a realistic and attractive transport option for the Bayside community.

1.2.2 **Council will advocate to State government for a bus service timetable review of all rail-bus interchange connections within the municipality in order to improve bus-rail connectivity**

There is a need for better coordination between buses and trains to reduce delays and travel times in order to make public transport a more attractive option of accessing train stations within Bayside as part of an onward journey. Improved bus-rail connectivity would also assist in reducing commuter parking pressure within the vicinity of train stations.

1.2.3 **Council will advocate to State government for better resourced community engagement as part of designing and implementing any public transport service changes effecting Bayside, including timely engagement with the community and Council**

In 2014 a proposed reduction to bus services within the municipality was announced by Public Transport Victoria. The proposed changes were developed without any engagement with the community or Council. To prevent similar situations arising, the State government should undertake timely engagement with the community and Council as part of designing and implementing any future public changes effecting Bayside.
1.2.4 Council will advocate to State government for more bus shelters at bus stops within Bayside

One of the most significant issues raised by the community during the development of Council's Integrated Transport Strategy related to the need for improved facilities at bus stops across the municipality, including seating, shade and shelter. Such amenities can assist in making a journey more appealing and comfortable, particularly in providing a resting place from the sun, rain or wind.

1.2.5 Council will advocate to State government for bike racks on all bus routes to integrate bicycle trips with bus trips

The ability to combine a bike/bus journey is extremely limited as bikes are not permitted on buses. However, in April 2016 Public Transport Victoria began a 12 month trial of the use of external bike racks on four bus routes across Victoria. As part of the trial, bike racks have been fitted to the front of buses which enables people to ride their bike to connect with a bus route, secure their bike to the front of the bus and then use their bike as part of their onward journey once the bus arrives at the relevant destination. The integration of bikes and buses will provide more transport choices to the Bayside community and is considered an important measure in developing a more integrated transport system.

1.3 Southland Station

In April 2015 Council adopted a formal position in relation to the new Southland Station in response to the consultation process associated with the proposed station design. Each of the identified actions within this section reflect Council's adopted position.

Bayside City Council will advocate for the following actions in relation to the new Southland Station:

1.3.1 Council will advocate to State government for 60 Tulip Grove not to be used for pedestrian access between Tulip Grove and Southland Station

While direct access from the new Southland Station into Bayside presents a number of positives, the poor permeability of the street network along and around Tulip Grove limits the ability to provide improved pedestrian access for the broader residential area, or the ability to effectively manage increased traffic and car parking implications. Pedestrian access to Tulip Grove will undoubtedly lead to increased car parking and drop offs to access the station. Even with changes to car parking restrictions and design changes to discourage traffic access and drop offs, there will inevitably be a significant negative impact within the local street network as a result of access to the station at this location. This is further exacerbated as Tulip Grove is the only entry and exit to the area, with vehicles needing to circulate the full extent of the street to the court bowl to turn. The location of 60 Tulip Grove, towards the cul-de-sac end of
the street further exacerbates the potential congestion which may be caused by providing pedestrian access at this location.

1.3.2 Completion of traffic modelling so that the impacts of traffic and car parking within the local area resulting from Southland Station can be assessed. The State government should also engage with Council to analyse and address potential traffic and car parking impacts prior to the station opening

The opening of a new railway station within an existing urban area will create significant traffic and car parking management issues. This is further exacerbated with the lack of commuter car parking, potential parking restrictions Westfield may introduce once the station opens and potential pedestrian access provided via 60 Tulip Grove. The currently quiet residential area to the west of the proposed station exhibits particularly poor movement permeability and access, featuring a single entry point at Tulip Grove, numerous cul-de-sacs and dead ends and limited road width. The constraints presented by the design and layout of the street network limits the ability to effectively manage increased traffic and car parking created by the station.

The likely use of Tulip Grove and surrounding streets for commuter parking is a significant concern of the community given the constraints of the existing road network. While Council acknowledges its role in managing local traffic and car parking arrangements, PTV has not indicated to Council how it will contribute to assisting in the mitigation of these impacts, nor whether the State Government will contribute to undertaking any required improvements or upgrades to the road network. PTV has also not provided Council with traffic modelling which is a critical factor in determining the impacts of the proposed station.

1.3.3 Council will advocate to State government for the provision of bus stops on Bay Road to be located within closer proximity to Southland Station

The smooth transition between rail and radial bus travel is an important consideration when designing public transport infrastructure. However, the current station design does not contain any proposals to integrate bus services with the new train station. This is important given that the station will be located within the Southland Principal Activity Centre adjacent to the Bayside Business Employment Area.

The closest bus stops to the new station are located on Bay Road approximately 415 metres away from the proposed station access and are only served by one bus service (828 Hampton to Berwick Station via Southland). Given the level of investment currently occurring in the Bayside Business Employment area and the significant increase in residential density along Bay Road, employees and residents accessing the station via bus along Bay Road need to be better catered for.
1.3.4 **Council will advocate to the State government that access to the southern end of the station be provided through the existing reserve owned by Kingston City Council to provide direct and safe access between the station, Nepean Highway and the shopping centre entrance**

The proposed station access is located adjacent to the Southland Shopping Centre car park which will require passengers to navigate their way through a private car park when accessing the new station. This presents a major safety concern for passengers, provides poor pedestrian access to Bay Road and the Nepean Highway and limits the State government’s ability to provide fully accessible and compliant access.

Pedestrians accessing the new station will encounter numerous locations within the Southland Shopping Centre car park where there is a high potential for pedestrian/vehicle conflict to occur. This will be exacerbated by the high volume of vehicles that use the car park every day. Should collisions occur between station users and vehicles, the State government would be reliant on a private land owner to manage the risk. Additionally, the proposed pedestrian access through the car park is confusing, inconvenient and provides no protection to inclement weather for passengers.

It is understood that pedestrian access to the southern end of the station could be achieved using an existing reserve owned by the City of Kingston that runs along the southern boundary of the shopping centre.

1.3.5 **Council will advocate to the State government to identify opportunities to provide a Bayside link to the southern entry point to the station**

Should access to the southern end of Southland Station be provided through the reserve owned by Kingston City Council then opportunities to provide a Bayside link to the southern entry point to the station through should be investigated by the State government.

1.3.6 **Council will advocate to the State government for pedestrian access to be maintained through Southland Shopping Centre between Southland Station and the existing bus interchange until the departure of the last bus service serving Southland Shopping Centre**

The location of the existing bus interchange (east of Nepean Highway) will compromise the transition of public transport users between bus and rail due to the indirect walk between the new station and the existing bus interchange. This transition will be further compromised during the evening when pedestrian access through Southland Shopping Centre is restricted. The alternative pedestrian route will involve crossing approximately 10 lanes of the Nepean Highway.
2.0 How the Public Transport Advocacy Statement will be used

Council will use the advocacy actions identified within the Public Transport Advocacy Statement to work constructively with the State government and public transport providers in order to improve public transport within and through the municipality. In the first instance the Public Transport Advocacy Statement will be circulated to:

- The Premier of Victoria;
- Members of Parliament, including the Minister for Public Transport, the Minister for Roads and Road Safety and the relevant Shadow Ministers;
- Future State and local government election candidates;
- Public Transport Victoria;
- The Metropolitan Planning Authority;
- Neighbouring councils;
- The Inner South Metropolitan Mayors Forum;
- The Municipal Association of Victoria; and
- The Melbourne Transport Forum.

Council will also develop a communication plan to identify a staged approach for advocating on behalf of the Bayside community in relation to the identified public transport advocacy actions.
## Appendix 1 Public Transport Advocacy Actions Summary

<table>
<thead>
<tr>
<th>No.</th>
<th>Advocacy Action</th>
<th>Challenge Addressed</th>
<th>Benefit to Bayside</th>
<th>Advocacy Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Council will advocate to State government for a program to expand commuter parking at train stations within Bayside to meet the current and future demand for commuter parking</td>
<td>Commuter parking provision</td>
<td>An increase in commuter parking provision at train stations will improve residential amenity and reduce parking pressure within the vicinity of train stations</td>
<td>Melbourne Transport Forum</td>
</tr>
<tr>
<td>2</td>
<td>Council will advocate to State government for a 30-minute train frequency on the Sandringham line</td>
<td>Increase the capacity of the train network</td>
<td>The introduction of 30-minute train service frequency on the Sandringham line at both weekday inter-peak and weekend peak periods will reduce waiting time for passengers and encourage more people to consider rail travel as an alternative option to the car</td>
<td>Melbourne Transport Forum City of Port Phillip City of Stonnington City of Yarra City of Melbourne</td>
</tr>
<tr>
<td>3</td>
<td>The inclusion of the following locations as part of the State government Level Crossing Removal Project: ○ Highett Road, Highett; and ○ Park Road, Cheltenham</td>
<td>Level crossing removal</td>
<td>It is understood that the removal of the Charman Road level crossing in isolation would limit the future ability to remove the Park Road level crossing. The removal of these two level crossings would improve safety and reduce traffic congestion at these locations</td>
<td>Melbourne Transport Forum City of Kingston</td>
</tr>
<tr>
<td>4</td>
<td>Council will advocate to State government for the introduction of Park200 bicycle cages at all train stations serving Bayside, with Gardenvale Station being the highest priority</td>
<td>Improved bicycle parking at train stations</td>
<td>Secure bicycle parking at train stations will encourage more people to cycle to their local train station</td>
<td>Bicycle Network Victoria City of Kingston</td>
</tr>
<tr>
<td>5</td>
<td>Council will advocate to State government for parking enforcement at train station car parks within Bayside to ensure that only public transport users are utilising car park provision</td>
<td>Commuter parking provision</td>
<td>Parking enforcement at train station car parks will ensure that only public transport users are utilising car parking</td>
<td>Melbourne Transport Forum</td>
</tr>
<tr>
<td>6</td>
<td>Council will advocate to State government for the following minimum bus service frequencies for all bus routes: ○ Every 20 minutes during the inter-peak and off-peak periods; ○ Every 10 minutes during peak hours; and ○ Later service coverage</td>
<td>Improve bus service frequencies</td>
<td>Improved bus frequencies will assist in making bus travel in Bayside more attractive to the community</td>
<td>Melbourne Transport Forum Metropolitan Council's</td>
</tr>
<tr>
<td>No.</td>
<td>Advocacy Action</td>
<td>Challenge Addressed</td>
<td>Benefit to Bayside</td>
<td>Advocacy Partners</td>
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<tr>
<td>7</td>
<td>Council will advocate to State government for a bus service timetable review of all rail-bus interchange connections within the municipality in order to improve bus-rail connectivity</td>
<td>Coordination between bus and rail services</td>
<td>The provision of bus services within the municipality that provide good connections to train stations are essential. If bus travel is to be considered an appropriate way of accessing a rail stations within Bayside as part of an onward journey, improved connections to rail stations will also assist in reducing commuter parking pressure within the vicinity of train stations</td>
<td>Melbourne Transport Forum&lt;br&gt;Metropolitan Council's</td>
</tr>
<tr>
<td>8</td>
<td>Council will advocate to the State government for better resourced community engagement as part of designing and implementing any public transport service changes effecting Bayside, including timely engagement with the community and Council</td>
<td>An engaged community and Council</td>
<td>It is imperative that the Bayside community and Council are well informed and have the opportunity to actively participate in the decision making process effecting public transport within the municipality</td>
<td>Melbourne Transport Forum</td>
</tr>
<tr>
<td>9</td>
<td>Council will advocate to State government for more bus shelters at bus stops within Bayside</td>
<td>Improve facilities at bus stops</td>
<td>The provision of more bus shelters will provide a resting place from adverse weather conditions for bus passengers within Bayside</td>
<td>Public Transport Victoria</td>
</tr>
<tr>
<td>10</td>
<td>Council will advocate to State government for bike racks on all bus routes to integrate bicycle trips with bus trips</td>
<td>Integration of bikes and buses</td>
<td>The ability to combine a bike and bus journey will provide more transport choices to the Bayside community and is considered an important measure in developing a more integrated transport system</td>
<td>Melbourne Transport Forum&lt;br&gt;Metropolitan Council's</td>
</tr>
<tr>
<td>11</td>
<td>Council will advocate to State government for 60 Tulip Grove not to be used for pedestrian access between Tulip Grove and Southland Station</td>
<td>Local traffic and congestion</td>
<td>Having no pedestrian access between Tulip Grove and Southland Station will significantly reduce the risk of additional traffic using Tulip Grove to park and drop off passengers</td>
<td>N/A</td>
</tr>
<tr>
<td>12</td>
<td>Council will advocate to State government for the completion of traffic modelling so that the impacts of traffic and car parking within the local area resulting from Southland Station can be assessed. The State government should also engage with Council to analyse and address potential traffic and car parking impacts prior to the station opening</td>
<td>Local traffic and congestion</td>
<td>To determine the impacts of the new station on local traffic and car parking arrangements</td>
<td>N/A</td>
</tr>
<tr>
<td>13</td>
<td>Council will advocate to State government for the provision of bus stops on Bay Road to be located within closer proximity to Southland Station</td>
<td>Coordination between bus and rail services</td>
<td>Reducing the distance between the existing bus stops on Bay Road and Southland Station will facilitate an easier transition between bus and rail services for public transport users</td>
<td>City of Kingston</td>
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<tr>
<td>No.</td>
<td>Advocacy Action</td>
<td>Challenge Addressed</td>
<td>Benefit to Bayside</td>
<td>Advocacy Partners</td>
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<tr>
<td>34</td>
<td>Council will advocate to the State government that access to the southern end of</td>
<td>The proposed pedestrian access to Southland Station presents a major safety concern</td>
<td>Should access to the Southern end of Southland Station be provided through the</td>
<td>City of Kingston</td>
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<tr>
<td></td>
<td>the station is provided through the existing reserve owned by Kingston City Council</td>
<td>for passengers as they will be required to walk through the Southland Shopping Centre</td>
<td>the Kingston City Council reserve, opportunities to improve access for Bayside residents</td>
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<td></td>
<td>to provide direct and safe access between the station, Nepean Highway and the</td>
<td>access via Nepean Highway, access via existing Kingston City Council reserve is</td>
<td>should be explored.</td>
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<tr>
<td></td>
<td>shopping centre entrance.</td>
<td>considered safer and more convenient</td>
<td></td>
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</tr>
<tr>
<td>35</td>
<td>Council will advocate to the State government to identify opportunities to</td>
<td>Maintain pedestrian access between Southland Station and the existing bus interchange</td>
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<tr>
<td></td>
<td>provide a Bayside link to the southern entry point to the station</td>
<td>through Southland Shopping Centre will improve safety for passengers transferring</td>
<td></td>
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</tr>
<tr>
<td>36</td>
<td>Council will advocate to the State government for Access to be maintained</td>
<td>between the train station and the bus interchange</td>
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<td></td>
<td>through Southland Shopping Centre between Southland Station and the existing</td>
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<td></td>
<td>bus interchange until the departure of the last bus service serving Southland</td>
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<td></td>
<td>Shopping Centre.</td>
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</tbody>
</table>
Appendix 2  Current Public Transport Services Within Bayside

Train Services

The City of Bayside is served by two rail lines; the Sandringham line which extends into the northern and central parts of the municipality and the Frankston line, which runs through and along the border with Kingston and Glen Eira council’s to the east. There are six stations on the Sandringham line and three on the Frankston line within Bayside, as set out in Table 1.

Table 1: Train stations serving bayside residents

<table>
<thead>
<tr>
<th>Sandringham line (City to Sandringham – Sandringham to City):</th>
<th>Frankston line (City to Frankston – Frankston to City):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gertrudiva</td>
<td>Moorabbin (adjacent to municipal boundary)</td>
</tr>
<tr>
<td>North Brighton</td>
<td>Highett</td>
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<tr>
<td>Middle Brighton</td>
<td>Cheltenham</td>
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<tr>
<td>Brighton Beach</td>
<td></td>
</tr>
<tr>
<td>Hampton</td>
<td></td>
</tr>
<tr>
<td>Sandringham</td>
<td></td>
</tr>
</tbody>
</table>

Along the Frankston line train service frequencies are at least every 10 minutes between 7.30am and 7pm each weekday. Half of these services run via the city loop, and the other half run direct to Flinders Street. After 7.45pm the service frequency is generally every 20 minutes. Weekend services run at 10 minute intervals between 9.30am and 6.30pm. After 6.30pm the service frequency is generally every 20 minutes.

Along the Sandringham line train service frequencies are at least one train every 10 minutes during peak hours and every 15 minutes during other times on weekdays before 9pm. After 9pm the frequency drops to one train service every 20 minutes. There are no Sandringham line services which run right through the city loop, restricting access to some parts of the central business district grid. Weekend services are also at 20 minute intervals.

Bus Services

Bus services within Bayside are generally underutilised. This is a result of a low frequency bus network as well as residents often being unaware of the destinations and corridors that each bus route serves.

Within Bayside bus services fall into three categories: local bus routes, main bus routes and bus routes that are part of the Principal Public Transport Network (PPTN). Services that are part of the PPTN usually have higher frequencies and a greater span of hours than the main
and local bus services. There are currently 15 bus services that operate within the City of Bayside and these are outlined below. Given that a number of the bus services within Bayside serve similar corridors, a number of them have been grouped together.

**Bus Route 216 - Brighton Beach – Caroline Springs**
**Bus Route 219 – Gardenvale – Sunshine Park**

Both Route 216 and Route 219 are classed as main bus routes and are both over 35kms in length. The two routes operate in the same corridor between Bayside and Sunshine and both traverse Melbourne’s CBD. However, at either ends of their routes the two bus services have different termini within Bayside:

- Route 216 operates to/from Brighton Beach Station, whilst at its north-western end it operates to/from Caroline Springs; and
- Route 219 operates to/from Gardenvale Station and North Brighton Station, whilst at its north-western end it operates to/from Sunshine Park.

Both Routes operate on a 30 minute frequency on weekdays. At weekends Route 216 operates at a 30 to 40 minute frequency, whilst Route 219 operates at a 30 to 40 minute frequency on a Saturday, reducing to a 60 minute frequency on a Sunday.

**Bus Route 600 – Southland Shopping Centre – St Kilda (via Beaumaris, Sandringham and Brighton)**
**Bus Route 922 – Southland Shopping Centre – St Kilda (via Beaumaris, Sandringham and Brighton)**
**Bus Route 923 – Southland Shopping Centre – St Kilda (via Beaumaris, Sandringham and Brighton)**

Routes 600, 922 and 923 are each classed as main bus routes and operate similar routes between Southland and St Kilda. They run parallel to each other along significant stretches and in some segments have coordinated timetables (with services offset by fifteen minutes). Route 600 operates between Southland and Sandringham, but does have a number of services which are extended to St Kilda. Routes 922 and 923 both operate over the whole corridor for the entire day.

Each of the bus routes serve Beaumaris but have slightly different route variations. Route 600 operates via Charman Road, Balcombe Road and Tramway Parade. Route 922 operates via Charman Road, Weatherall Road and Reserve Road. Route 923 operates along the full length of Charman Road and Beach Road.

Between Sandringham Station and St Kilda, Routes 600 and 923 operate identical routes. However, Route 922 operates via Hampton Street, Holyrood Street, Male Street, Wilson Street and Bay Street after which it runs parallel with Routes 600 and 923.
Route 600 currently operates on a peak time frequency of 15 minutes compared to 30 minutes and 40 minutes on Route 922 and Route 923 respectively. The combined frequency of routes 600, 922 and 923 between Southland/Cheltenham and Sandringham Station, is 12 minutes in the peak and 15 minutes at off-peak times.

**Bus Route 606 – Elsternwick – Fishermans Bend (via Port Melbourne)**

Route 606 operates between Elsternwick and Fishermans Bend on a 40 minute frequency on weekdays and reduces to a 60 minute frequency at weekends. A small segment of the route operates within the northern part of Bayside via Rusden Street, New Street, Bent Avenue and St Kilda Street.

**Bus Route 626 – Middle Brighton – Chadstone Shopping Centre (via McKinnon and Carnegie)**

Route 626 operates between Middle Brighton and Chadstone Shopping Centre (via McKinnon and Carnegie). Within Bayside Route 626 operates in the Brighton area via Male Street, Wilson Street, St Andrews Street and Bay Street and then crosses Nepean Highway to operate via Hawthorn road and Union Street, Brighton East, before heading towards Chadstone Shopping Centre. Route 626 operates on a 30 minute frequency on weekdays and reduces to a 60 minute frequency at weekends.

**Route 630 – Elwood – Monash University (via Gardenvale, Ormond and Huntingdale)**

Route 630 is a principal bus route and operates between Elwood and Monash University (via Gardenvale, Ormond and Huntingdale). Within Bayside a small segment of the route operates within the north of the municipality via Bent Avenue, St Kilda Street, Head Street, Drake Street, Martin Street and Gardenvale Station. Route 630 operates on a 12 minute frequency during weekday peaks and a 20 minute frequency during weekday off-peaks. This frequency reduces to 30 minutes during weekday evenings and a 40 minute frequency at weekends.

**Bus Route 703 – Middle Brighton – Blackburn (via Bentleigh, Clayton and Monash)**

Route 703 is a principal bus route and operates between Middle Brighton and Blackburn (via Bentleigh, Clayton and Monash). Within Bayside Route 703 operates in the Brighton area via Male Street, Wilson Street, Halifax Street, Hammond Street, Hampton Street and Centre Road. Route 703 operates on a 10 minute frequency during weekday peaks and a 15 minute frequency during weekday off-peaks. This frequency reduces to 30 minutes on a Saturday and 45 minutes on a Sunday.

**Route 708 – Hampton – Carrum (via Southland Shopping Centre)**

Route 708 is a main bus route and operates between Hampton and Carrum via Highton, Southland, Mentone, Parkdale, Mordialloc, Aspendale Gardens and Chelsea Heights. Within Bayside Route 708 operates in the Hampton and Highett areas via Hampton Station, Hampton
Street, Ludstone Road, Bluff Road, Wickham Road, Worthing Road and Hightett Road. Route 708 operates on a 30 minute frequency during weekdays and reduces to a 60 minute frequency at weekends.

**Route 811 – Brighton – Dandenong (via Heatherton Road, Springvale)**
**Route 812 – Brighton – Dandenong (via Parkmore Shopping Centre)**

Routes 811 and 812 are main bus routes and operate in tandem between Brighton Town Hall (Wilson Street) and Dandenong via Moorabbin, Cheltenham, Mentone and Dingley Village. The two routes follow an identical path between Brighton and Dingley Village, after which the two routes approach Dandenong in different directions. Within Bayside the two routes operate via South Road, Roslyn Street, Dendy Street, Well Street, Male Street (for Middle Brighton Station); then via Wilson Street, St Andrews Street and Church Street.

Each route operates on a 60 minute frequency on weekdays, effectively providing a combined 30 minute frequency bus service within Bayside. However, at weekends the two routes are combined to run at a 60 minute frequency, with just one bus an hour serving Bayside.

**Route 822 – Sandringham – Chadstone Shopping Centre (via Southland and Murrumbeena)**

Route 822 is a main bus route and provides an east-west connection within Bayside between Sandringham and Southland Shopping Centre and then as a north-south connection between Southland Shopping Centre and Chadstone Shopping Centre. Within Bayside Route 822 operates via Station Street (Sandringham), Bay Street, Jack Road, Park Road and Charman Road. Route 822 operates on a 30 minute frequency during weekdays and a 40 minute and 60 minute frequency on a Saturday and Sunday respectively.

**Route 823 – North Brighton to Southland Shopping Centre (via Moorabbin)**

Route 823 operates as a weekday only local service between North Brighton and Southland via Nepean Highway. Within Bayside, Route 823 operates from the terminus at North Brighton Railway Station and runs via Bay Street, St Andrews Street, Durrant Street, Hampton Street, Marriage Road, Balfour Street, Dendy Street and Nepean Highway to Moorabbin Railway Station (Nepean Highway Service Road), then via Nepean Highway to Southland Shopping Centre. Route 823 operates on a 60 minute frequency between 7am – 6.30pm.

**Route 825 – Moorabbin Station – Southland Shopping Centre (via Black Rock and Mentone)**

Route 825 provides a local service between Moorabbin Station and Southland Shopping Centre via Black Rock and Mentone. Within Bayside Route 825 operates via Keiller Street, Carrington Street, Spring Road, Wickham Road, Bluff Road and Balcombe Road. Route 825 operates on a 20 minute frequency on weekdays before reducing to a 60 minute frequency after 7.45pm. On Saturdays the bus service operates on a 30 minute frequency up until
1.35pm and then reduces to a 60 minute frequency. On a Sunday the service operates at a 60 minute frequency.

**Route 828 – Hampton Station – Berwick Station (via Southland Shopping Centre and Dandenong)**

Route 828 provides a principal service between Hampton Station and Berwick Station via Southland Shopping Centre and Dandenong. It is a relatively direct service and serves a regional function, but within Bayside it has a more local nature with local patronage generally using the service to reach either Hampton or Southland Shopping Centre.

Within Bayside Route 828 operates via Hampton Station, Willis Lane, Fewster Road, Edinburgh Street, Thomas Street, Sargood Street and Higlett Road to Higlett Station. From Higlett Station the service runs via Higlett Road, Graham Road and Bay Road to Southland Shopping Centre. Route 828 operates on a 20 minute frequency on weekdays before reducing to a 30 minute frequency after 7pm. At weekends the service operates on a 60 minute frequency.

**Tram Services**

The north-east of the municipality is served by one tram route; Route 64 which operates between Brighton East and Melbourne University. Route 64 runs along Hawthorn Road in Brighton East. Although Route 67 (Carnegie to Melbourne University) operates between the City of Glen Eira and the CBD, it only serves a small catchment of a number of Bayside residents in the north-east of the municipality. Table 2 provides details of the areas served by both Route 64 and Route 67 tram services:

*Table 2: Areas served by Route 64 and 67 trams*

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>follows the following roads</td>
<td>follows the following roads</td>
</tr>
<tr>
<td>Commences at East Brighton</td>
<td>Commences at Carnegie</td>
</tr>
<tr>
<td>Hawthorn Road</td>
<td>Glen Huntly Road</td>
</tr>
<tr>
<td>Dandenong Road</td>
<td>Brighton Road</td>
</tr>
<tr>
<td>St Kilda Road</td>
<td>St Kilda Road</td>
</tr>
<tr>
<td>Swanston Street</td>
<td>Swanston Street</td>
</tr>
<tr>
<td>Ends at Melbourne University</td>
<td>Ends at Melbourne University</td>
</tr>
</tbody>
</table>

Route 64 tram services generally run at 10 minute frequencies during weekday peak hours and every 12 minutes during weekday off peak hours. After 8pm the service frequency is
generally every 20 minutes. Saturday services generally run to a similar frequency as weekday services with the exception that the service is extended to run just past midnight. The frequency of Sunday services is generally every 15 minutes, but after 6pm reduces to every 30 minutes.

Route 67 tram services generally run at 12 minute frequencies between Monday to Saturday with the frequency reducing to every 20 minutes after 8pm. On a Sunday the frequency of the service is generally limited to every 30 minutes between 7.30am and 9.30am with this increasing to every 15 minutes throughout the day. After 7pm the frequency of the service then reverts to every 30 minutes.

**Night Network**

The Night Network trial provides all night public transport on weekends from 1 January 2016 with hourly train services in and out of the city on both the Frankston and Sandringham lines. The one year trial will be closely monitored by the State government and, if successful, may be continued or modified where necessary.
METROPOLITAN TRANSPORT FORUM
PUBLIC TRANSPORT ADVOCACY STRATEGY 2017/2018

Background

Over many years the MTF has consistently campaigned for public transport to have a greater share of overall transport investment.

The need for better public transport is exacerbated by the rapid growth of Melbourne creating intolerable pressures on transport facilities, meanwhile eroding Melbourne’s liveability and threatening economic vitality, environmental value and population health.

Successive governments have gradually recognised these issues and invested in major transport infrastructure; however this has left buses as a much neglected and overlooked component of public transport, yet are essential and in much of Melbourne and only transport alternative to car.

Many issues with buses were highlighted when Professor Graham Currie presented to the MTF in March 2017, and described the scale of the issue ‘Buses are Melbourne’s public transport for most residents’

Car dependence is a significant problem for Melbourne. With car as the only realistic means of transport for households in much of Melbourne, this causes problems both for the community and the networks.

- In bus-only suburbs, transport choices are limited and those without cars have restricted access to essential facilities (work, education, health, shops) and risk social isolation and less opportunities.
- Car users from bus-only suburbs have little choice but drive, and hence to create congestion on roads and at service centres, requiring much land occupancy by parking and traffic management, detracting from the liveability factors of service centres as good people places. In addition, in many cases they are forced to drive long distances which compounds the congestion.

The experience of member councils indicates a common theme

- Poor bus services in terms of frequency, reliability, length of service day, weekend coverage
- Poor bus facilities in terms of bus priority lanes, interchanges, communication systems such as bustracker, integration with the broader pt network which are now common in trains and trams
- Land use systems not designed for high degree of walkability, cyclability

There has been some useful groundwork by Public Transport Victoria (PTV) to reconfigure bus networks to provide for both transit and social needs but not followed through in any form of rollout or funding.

Advocacy strategy

The MTF proposes to take up the issue of buses as an advocacy priority for the coming state election.

This requires

- Support by member councils to endorse a bus advocacy strategy, and the executive to prepare and budget a work program.
- Call for volunteers from member councils to join a working group to progress the strategy
Executive summary

Purpose and background

Council has been approached by Sandringham Golf Links Management, the tenant at Sandringham Golf Course (the Course) to undertake significant works to the Course.

Council has commissioned a number of reports since early 2000 in relation to golf infrastructure, specifically reports in 2008 and in 2012 made recommendations to improve the Sandringham Golf Course and make significant investment due to ageing infrastructure, profitability and changing trends in golf.

The trend at Sandringham has seen play of 9 hole rounds increase from 49% up to 53% in 2016 however there has been a downward trend in rounds overall. There is a general trend towards recreation activities with a three hour maximum time frame. The proposal seeks to tap into youth development to invigorate golf with a segment of the market where there is limited golf activity and to encourage greater participation.

In May 2012 Council adopted a report ‘Sandringham Golf Course – Research and Data Collection Project Final’ report as the basis for future development and use of the Sandringham Golf Course. That report proposed that Sandringham Golf Course should be redeveloped to be the premium regional public golf course attracting the more skilled players.

The report confirmed earlier recommendations from 2008 for Sandringham Golf Course redevelopment. This report recommended Council invests $1.6 million on the course in making the recommendations below.

- Layout modernisation
- Increased capacity for water storage for irrigation
- Improvement in golf surfaces.

It also recommended

- Increasing the challenge for golfers of all abilities and skill levels
- Taking advantage of the natural features
- Using existing and new vegetation to create interest
- Increasing shot variation
- Constructing 40 mega litre storage lakes
- Create two different 9 hole layouts whilst maintaining course length

Council has not made additional investment in the course in accordance with recommendation; however, the operator has made ongoing improvements in the quality of the course and a portion of turnover is required under the lease to be put towards capital improvements. The carpark, buildings and vegetation require rejuvenation as identified in historic reports.
Key issues

Proposal

The proposal before Council would see significant capital investment to the value of $12.7 Million. This includes a training facility, driving range, short game practice area and new administration building to house course management and Golf Victoria offices. This would see the upgrade of all administrative buildings, the carpark, course layout modifications and water harvesting. The initial concept layout is included in Attachment 1.

The proposal seeks to engage with school aged children and beginners via a short 6 hole flexible loop whilst maintaining the full 18 hole option thus opening up the course to both skilled and novice players. The training facilities can be accessed by the public along with access to a significantly improved public driving range.

The revised layout includes maintaining a long course of 18 holes with additional tees to create the flexibility for six short holes. This provides flexibility for players of all capabilities, time poor golfers and facilities for training and development. The amended layout reduces the par of the course from 70 to 69 with a reduction of one par 5 hole and increase of one par 4 hole. The revised layout requires minimal changes to the existing course. Should Council require the layout to be reverted to its original form at the end of the lease this would cost approximately $1 million.

The proponents indicate that up to 30 trees would need to be removed however, most of these trees are not significant. The modification would lead to a net gain of indigenous flora with any impacted vegetation being replaced at a ratio of 3 to 1 along with the removal of invasive weeds and would result in rehabilitation of course vegetation. Should the proposal proceed to detailed design the approach will seek to further minimise any impact on existing vegetation.

The inclusion of enhanced water storage for irrigation would reduce the consumption of potable water and provide for stormwater to be used on the Course. There is an opportunity for an additional water storage dam should Council wish to co-invest in water harvesting. The estimate for this is $350,000 to reduce potable water consumption for the nearby sports fields. This would impact on vegetation and would need to be considered as part of detailed design.

The proposal meets all of the recommendations from the 2012 report with a minor reduction of the course length whilst creating a flexible short course loop to support development activities and time poor golfers.

Return of land to Council for other uses adjacent to Tulip Street Leisure Centre

The proposal includes an option to return land to Council abutting the Tulip Street sports precinct supports opportunities for future service needs of the Leisure Centre site. The return of this land could be achieved whilst maintaining the par of the course at 69.

Lease impacts

The proposal is to provide a sublease to Golf Victoria under the head lease to Sandringham Golf Links Management.

The current lease rental was based on a competitive process in 2012 whereby the RMGC bid was assessed to provide the best mix of commercial return, operator capability and capital investment. The lease returns substantial income to Council. The tenant is seeking a minor
rent reduction commensurate with the amount of land potentially returned abutting Tulip Street Leisure Centre. Further negotiation of the commercial terms based on the potential increased activity on the site should be undertaken if the proposal moves from concept to detailed design for community consultation.

The proposal has a number of positive aspects from a public value perspective and it is recommended that more detailed design work be undertaken prior to a public consultation process.

**Recommendation**

That Council;

1. Provides in principle support for the proposal to redevelop the Sandringham Golf Course including a driving range, reconfiguration of the course, training facilities and a new administration building to allow a more detailed design to be undertaken;

2. On completion of the design, works with Sandringham Golf Links Management to consult with affected stakeholders and the broader community on the proposal;

3. Reviews the commercial terms of the lease with the tenant to ensure that any improvement in commerciality of the site is shared with Council; and

4. Receives a report on the outcomes of the consultation to determine if the proposal should proceed.

**Support Attachments**

1. Sandringham Golf Course Upgrade Concept Plan ↓
Considerations and implications of recommendation

Liveable community

Social
The proposal seeks to respond to societal changes in social activity length and a move away from 18 hole golf to shorter forms of the game. It seeks to engender greater participation by junior golfers, and incorporates flexibility to act as a short form 6 hole golf course to encourage participation across a wide range of age groups. Access to a public driving range and advanced golf services will be available to the public as part of the proposal.

Natural Environment
The proposal will impact 30 trees, however will seek to minimise impact. The proposal is to replace any trees lost on a three to one basis and rejuvenate course vegetation.

The proposal will provide water catchment and treatment to improve irrigation and reduce reliance on potable water. There is an opportunity for Council to co-invest in water harvesting to provide water to nearby sports grounds.

The lease allows access to the Course for Bayside Native Nursery to enhance indigenous plants and collection propagation material and also for the Friends of Native Wildlife.

Built Environment
The proposal returns a portion of land abutting Tulip Street Leisure Centre which will provide alternative opportunities for basketball development, parking and access to the site.

Customer Service and Community Engagement
No external community or user engagement in the proposal has been undertaken. If Council supports the proposal in concept, further detailed work to plan and conduct community consultation will be undertaken and stakeholder consultation will then occur.

Human Rights
There are no Human Rights issues assessed as pertinent to this report.

Legal
Should the proposal achieve support from Council, a sub-lease may be required. Should no other significant terms change the proposal would not require statutory consultation. If a longer term is sought, surrender of the existing lease and statutory consultation on new terms would be required.

Appropriate planning and statutory consultation processes would be required if a future decision of Council supported the redevelopment.

Finance
No contribution from Council is required for the proposal to proceed. Aging buildings in the form of pro shop and club room building will be replaced along with carparking and significant improvements to the Course. These works would otherwise be required to be funded by Council.
Should Council wish to invest in water harvesting for nearby recreation reserves a contribution in the vicinity of $350,000 towards a further dam and infrastructure would be sought.

The proposal seeks to invest $12.7 Million into the site including new facilities and course redevelopment and improvements.

The rental return is currently $645k per annum, with a further approximate $90,000 in non-resident green fees. The rate income from the site is $26k per annum.

Additionally the tenant is required to contribute 40% of any profit to capital improvements on the course. This fund plus contribution by Council would be used to upgrade the course over time. A project to upgrade the carpark funded by Council and the contribution from tenant from profit has been put on hold whilst the proposal is considered. These works would not be required to be funded by Council if the proposal is accepted.

The proposal currently seeks a reduction in rental income from $645k by the amount of land returned. This equates to approximately $13,000 pa. Given the greater commerciality offered by the site if the proposal was to proceed, further investigation and negotiation with the tenant in relation to a greater financial return to Council should be undertaken.

There is potential impact on the nearby Sandringham Golf Driving Range which currently returns $126K in rental income and is leased until January 2024.

**Links to Council policy and strategy**

The Property Strategy includes a review opportunities for greater return from Council’s Golf Courses.

The Active by the Bay strategy identifies a medium term action to formalise a hierarchy of golf facilities on Council managed land and establish a plan for future development and use of golf facilities.
### Options considered

<table>
<thead>
<tr>
<th>Summary</th>
<th>Options considered</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Benefits</strong></td>
<td>Do not support the proposed redevelopment</td>
</tr>
<tr>
<td>Minimises any concern from stakeholder groups as to change at the course</td>
<td><strong>Benefits</strong></td>
</tr>
<tr>
<td>Provides time to undertake future strategic work on the hierarchy of golf courses in Bayside</td>
<td><strong>Benefits</strong></td>
</tr>
<tr>
<td>No impact on Sandringham Driving Range</td>
<td><strong>Benefits</strong></td>
</tr>
<tr>
<td><strong>Issues</strong></td>
<td>Does not address the need for capital renewal of buildings</td>
</tr>
<tr>
<td>Council will be required to contribute to the carpark upgrade</td>
<td><strong>Issues</strong></td>
</tr>
<tr>
<td>Vegetation rejuvenation needs to be addressed</td>
<td><strong>Issues</strong></td>
</tr>
<tr>
<td>Any water harvesting project would require future funding by Council</td>
<td><strong>Issues</strong></td>
</tr>
<tr>
<td>Does not address the changing nature of recreation pursuits and overall decline in participation in golf</td>
<td><strong>Issues</strong></td>
</tr>
<tr>
<td>Proposal may generate youth interest in golf and increase the market in this segment through development activities, improving use at all Council golf facilities and promoting active recreation in the community</td>
<td><strong>Issues</strong></td>
</tr>
<tr>
<td>Does not provide an opportunity to generate alternative options for improved facilities at Tulip Street Leisure Centre through return of land abutting the site</td>
<td><strong>Issues</strong></td>
</tr>
</tbody>
</table>
Item 10.4 – Reports by the Organisation
Executive summary

Council adopts strategies and policies that support Council in its commitment to identified objectives, approaches or in some cases a sustained series of actions over time. Council’s Strategy and Policy should be driven by its key purpose and priorities, and in this context a major review of Council’s existing strategies and policies is underway.

Purpose and background

The purpose of this report is to provide an overview of Council Strategy and Policy in the context of the Better Place Strategic Planning Framework and to articulate what Council should expect of Council Strategy and Council Policy. The report also presents a program for the development and review of strategies and policies over the Council term.

Better Place Strategic Planning Framework

The Better Place Strategic Planning Framework provides the basis for aligning Council Strategy and Policy to ensure the delivery of the newly elected Council’s strategic objectives. Council currently has 44 strategies and 51 policies developed over many years, in response to many matters. Many are, or will be, due for review over the next Council term.

In addition, there are actions within the Council Plan that call specifically for the development, or review of several strategies and policies. The proposed program provides an overview of the timing, alignment and interdependence of the Council Plan, strategies, plans and policies. It is important that the Council organisation is guided by the elected Council and that the elected Council sets a policy and strategy purpose. To this end, the following definitions are proposed:

Council Policy

Council Policy establishes Council’s intent on a matter, through a statement of principles. It is a high level directive that governs decision making, and as such Council Policy is not intended to be procedural in nature. (See Attachment 1 for further details)

Council Strategy

Council Strategy is a high level plan of action to create a desired future state over a specified period. Strategy ‘enables’ Council’s strategic intent, through actions that are time framed, costed and demonstrate performance against output and outcome measures. A good example of this is Council’s Strategy to improve sports pavilions over time in a planned costed way. (See Attachment 1 for further details)

Council Masterplan

A masterplan provides a clear vision and direction for the future of a place or space, such as a park, local precinct, or reserve. It ensures that future works are appropriately resourced and carried out in a planned and coordinated manner.

Key issues

To ensure strategic alignment with the new Council Pan and to streamline strategies and policies, it is proposed in 2017/18 that 6 new strategies, policies or plans be developed, 21 reviewed, 13 merged into five, and 12 presented for rescission.
In years two and three of the Council term it is proposed that 3 new strategies, policies or plans will be developed, 15 reviewed, and 5 merged into 2. This program may be modified over the Council term.

Effective community and stakeholder engagement is integral to the development of Council Strategy and Policy. To avoid 'engagement fatigue', it will be important to leverage recent (and concurrent) research and stakeholder engagement, and to coordinate future engagement opportunities where practical.

**Recommendation**

That Council:

1. adopts the definitions for Council Strategy and Policy as per Attachment 1; and

**Support Attachments**

1. Content Requirement for Council Policy and Strategy
2. Council Strategy and Policy Program 2017-2021
3. Better Place Strategic Planning Framework
Considerations and implications of recommendation

Liveable community

Social
There are several high level strategies and policies proposed over the Council term that will determine Council’s intent and strategic direction with regard to social outcomes. In particular, the Wellbeing for All Ages and Abilities Strategy 2017-2021 is Council’s key strategic document which informs Council’s response to community health and wellbeing matters.

Natural Environment
The Environment Sustainability Framework 2016-2025 provides the direction and context for strategies and policies developed over the Council term that focus on environmental sustainability and the natural realm. In 2017-2018, this will include the development of the Recycling and Waste Management Strategy, Ricketts Point Masterplan, and review of the Ecological Burn and Post Burn Bushland Management Policy 2011.

Built Environment
Council’s Municipal Strategic Statement, due for review in 2018, sets out Council’s vision, objectives and strategies for managing land use and development. It will influence the development of the Southland/ Pennydale Structure Plan and review of the Highett Structure Plan, as actions out of the Council Plan.

Council’s Service Driven Asset Management Policy 2014 articulates the principles and approach to the provision of infrastructure, that is, infrastructure exists to meet the service needs of the community. These principles will be integral to the development of the Early Years Plan (supported by an infrastructure plan) and the Community Facilities and Services Strategy.

Customer Service and Community Engagement
All Council Strategy and Policy will be developed with the appropriate level of stakeholder and community engagement. The need for research and community engagement will be assessed at the ‘scope’ and project planning phase of the review or development of Council Strategy or Policy. The Community and Stakeholder Engagement Policy 2014, that is currently being reviewed, outlines Council’s commitment and approach to community and stakeholder engagement.

Human Rights

Legal
The development of Council Plan, Council Strategy and Policy gives due consideration to relevant legislation, including compliance with the Local Government Act 1989.
Finance

Strategies and plans will be developed with actions that are fully costed, (including infrastructure) that will be included in Council’s Long Term Financial Plan.

Links to Council policy and strategy

The program for review or development of Council Strategy and Policy incorporates actions from the Council Plan 2017-2021. The Better Place Strategic Planning Framework provides the alignment of Council Strategy and Policy to deliver against Council’s strategic objectives.
## Council Policy

<table>
<thead>
<tr>
<th>Purpose and scope</th>
<th>Why Council is developing a Policy and the extent of what is included and excluded from the Policy.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glossary</td>
<td>Special terms and definitions relevant to the Policy.</td>
</tr>
<tr>
<td>Policy Intent</td>
<td>Outcome the Policy is intending to affect or change.</td>
</tr>
<tr>
<td>Policy Statement</td>
<td>Principles, rules or assumptions that aim to deliver or guide achievement of the intent.</td>
</tr>
<tr>
<td>Monitoring and review</td>
<td>Details of how will the implementation of the Policy be monitored, and when and how the Policy will be reviewed.</td>
</tr>
<tr>
<td>Evaluation</td>
<td>Performance measures that will evaluate the effectiveness of the Policy in achieving its intent.</td>
</tr>
<tr>
<td>Related documents</td>
<td>Documents that inform, or will be informed by, the Policy.</td>
</tr>
</tbody>
</table>

## Council Strategy

<table>
<thead>
<tr>
<th>Executive summary</th>
<th>A concise summary of the key matters of the Strategy – and may include a precis of purpose, principles, findings, goals and strategic objectives.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose and scope</td>
<td>Why Council is developing a Strategy, the extent of what the Strategy will include and exclude, including the time period.</td>
</tr>
<tr>
<td>Glossary</td>
<td>Special terms and definitions relevant to the Strategy.</td>
</tr>
<tr>
<td>Key principles</td>
<td>The principles that guide the development of the Strategy.</td>
</tr>
<tr>
<td>Goals and strategic objectives</td>
<td>The high level or primary outcomes of the Strategy.</td>
</tr>
<tr>
<td>Action plan</td>
<td>Strategies, enabled by actions that are costed, time framed, with deliverables (outputs) and strategic indicators (outcomes).</td>
</tr>
<tr>
<td>Methodology</td>
<td>How the Strategy was developed, such as research, stakeholder and community engagement, surveys, reference groups, benchmarking etc.</td>
</tr>
<tr>
<td>Background</td>
<td>Previous or related projects, relevant history, key stakeholders etc.</td>
</tr>
<tr>
<td>Context</td>
<td>Strategic, policy or legislative context that informs the Strategy. This includes how the Strategy aligns with Better Place Strategic Planning Framework to achieve Council’s strategic objectives.</td>
</tr>
<tr>
<td>Situational analysis</td>
<td>Such as, demographic analysis, current or emerging trends, and key issues or findings.</td>
</tr>
<tr>
<td>Infrastructure/ assets</td>
<td>Where relevant to the Strategy, a map or summary of the assets.</td>
</tr>
<tr>
<td>Financial analysis</td>
<td>Summary of financial implications with regard to the Strategy.</td>
</tr>
<tr>
<td>Implementation and reporting</td>
<td>Details how implementation and results of the Strategy will be reported to Council (against deliverables and strategic indicators).</td>
</tr>
</tbody>
</table>

1 Guiding templates provide further details, that can be amended to suit the requirements of the strategy or policy.
<p>| Program of capital works | Where relevant, a summary of proposed capital works may be included, indicating prioritisation, time frames and estimated costs. |</p>
<table>
<thead>
<tr>
<th>2017/18 Program</th>
<th>Action</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Community Facilities and Services Strategy</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>2 Early Years Plan</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>3 Recycling and Waste Management Strategy</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>4 Ricketts Point Masterplan</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>5 Southland/Pennylade Structure Plan</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>6 Wellbeing for All Ages and Abilities Strategy 2017-2021</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>7 Bluestone Kerb and Channel Replacement Policy 2015</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>8 Building Over Council Easement Policy 2015</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>9 Community and Stakeholder Engagement Policy 2014</td>
<td>Review</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>10 Community Garden Policy 2013</td>
<td>Review</td>
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<tr>
<td>11 Customer Focus Policy 2013</td>
<td>Review</td>
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<tr>
<td>12 Discontinuance and Sale of Roads, Right of Ways and Drainage Reserves Policy 2014</td>
<td>Review</td>
<td></td>
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<tr>
<td>13 Domestic Animal Management Plan 2012-2016</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>14 Ecological Burn and Post Burn Bushland Management Policy 2011</td>
<td>Review</td>
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</tr>
<tr>
<td>15 Footpath Trading Policy 2005</td>
<td>Review</td>
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<tr>
<td>16 Highett Structure Plan 2004</td>
<td>Review</td>
<td>Council Plan action</td>
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<td>17 Information Privacy Policy 2012</td>
<td>Review</td>
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<tr>
<td>18 Integrated Transport Strategy 2013-2023</td>
<td>Review</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>19 Library, Arts &amp; Culture Strategy 2012-2017</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>20 Municipal Strategic Statement</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>21 Procurement Policy 2017</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>23 Risk Management Policy 2015</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>24 Service Driven Asset Management Policy 2014</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>25 Sportsground Allocation Policy 2012</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>26 Temporary Advertising Signs on Recreation Reserves Policy 2005</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>27 Tourism Strategy 2013-2018</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Policy Name</td>
<td>Actions</td>
</tr>
<tr>
<td>------</td>
<td>------------------------------------------------</td>
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</tr>
<tr>
<td>28</td>
<td>Art and Heritage - Exhibition Policy 2013</td>
<td>Merge</td>
</tr>
<tr>
<td>29</td>
<td>Arts and Heritage Collection Policy 2016</td>
<td>Merge</td>
</tr>
<tr>
<td>30</td>
<td>Public Art Policy 2016</td>
<td>Merge</td>
</tr>
<tr>
<td>31</td>
<td>Fraud Prevention Policy 2014</td>
<td>Merge</td>
</tr>
<tr>
<td>32</td>
<td>Investment Policy 2016</td>
<td>Merge</td>
</tr>
<tr>
<td>33</td>
<td>Loan Guarantee Policy 2013</td>
<td>Merge</td>
</tr>
<tr>
<td>34</td>
<td>Bathing Box and Boatshed Policy 2010</td>
<td>Merge</td>
</tr>
<tr>
<td>35</td>
<td>Leasing Policy 2008</td>
<td>Merge</td>
</tr>
<tr>
<td>36</td>
<td>Events in Public Places Policy 2016</td>
<td>Merge</td>
</tr>
<tr>
<td>37</td>
<td>Use of Council Reserves for Commercial Purposes Policy 2012</td>
<td>Merge</td>
</tr>
<tr>
<td>38</td>
<td>Discharge of Pumped Subterranean Water Policy 2012</td>
<td>Merge</td>
</tr>
<tr>
<td>39</td>
<td>Nature Strip Planting Policy 2014</td>
<td>Merge</td>
</tr>
<tr>
<td>40</td>
<td>Vehicle Crossing Policy 2017</td>
<td>Merge</td>
</tr>
<tr>
<td>41</td>
<td>Ageing Well in Bayside Strategy 2008-2018</td>
<td>Rescind</td>
</tr>
<tr>
<td>42</td>
<td>Alcohol Harm Minimisation Policy 2013</td>
<td>Rescind</td>
</tr>
<tr>
<td>43</td>
<td>Bushland Strategy 2002</td>
<td>Rescind</td>
</tr>
<tr>
<td>44</td>
<td>Food Safety Policy 2007</td>
<td>Rescind</td>
</tr>
<tr>
<td>45</td>
<td>Gaming Machines Policy 2010</td>
<td>Rescind</td>
</tr>
<tr>
<td>46</td>
<td>Multi-Unit Sense of Address Policy 2007</td>
<td>Rescind</td>
</tr>
<tr>
<td>47</td>
<td>Open Space Lighting Policy 2008</td>
<td>Rescind</td>
</tr>
<tr>
<td>48</td>
<td>Projecting Balconies Policy 2007</td>
<td>Rescind</td>
</tr>
<tr>
<td>49</td>
<td>Sustainable Buildings Policy 2010</td>
<td>Rescind</td>
</tr>
<tr>
<td>50</td>
<td>Flag Display Policy 2012</td>
<td>Rescind</td>
</tr>
<tr>
<td>51</td>
<td>Keys to the City and Freedom of Entry to the City Policy 2012</td>
<td>Rescind</td>
</tr>
<tr>
<td>52</td>
<td>Naming of Streets and Reserves Policy 2006</td>
<td>Rescind</td>
</tr>
<tr>
<td>2018/19 Program</td>
<td>Action</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------------------------------------------------</td>
<td>--------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>1  Brighton Beach Plan</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>2  Digital Transformation Strategy</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>3  Bayside Bicycle Strategy 2013-2019</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>4  Bayside Road Safety Strategy 2014-2019</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>5  Contaminated and Potentially Contaminated Land Policy 2015</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>6  Councillor Support, Resources, Reimbursement &amp; Accountability Policy 2016</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>8  Footpath Treatments Within Road Reserve Policy 2016</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>9  Foreshore Parking Permit Policy 2014</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>10 Local Area Traffic Management Policy 2016</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>11 Media Policy 2016</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>13 Significant Trees Management Policy 2013</td>
<td>Merge</td>
<td></td>
</tr>
<tr>
<td>14 Tree Reward and Vandalism Policy 2013</td>
<td>Merge</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2019/2020 Program</th>
<th>Action</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  CSIRO Masterplan</td>
<td>New</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>2  Black Rock Village Neighbourhood Activity Centre 2009</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>3  Black Rock Village Business Strategy 1994</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>4  Council Grants Policy 2016</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>5  Election Period Policy 2016</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>6  Housing Strategy 2012-2032</td>
<td>Review</td>
<td>Council Plan action</td>
</tr>
<tr>
<td>7  Street and Park Tree Management Policy 2016</td>
<td>Review</td>
<td></td>
</tr>
<tr>
<td>8  Managing on Street Car Parking Demand Policy 2016</td>
<td>Merge</td>
<td>Managing on Street Parking Policy</td>
</tr>
<tr>
<td>9  Residential Parking Scheme Policy 2016</td>
<td>Merge</td>
<td></td>
</tr>
</tbody>
</table>
10.6 RESPONSE TO PETITION - RECLAIM THE HISTORIC NAME 'PENNYDALE' FOR THE NEIGHBOURHOOD BOUNDED BY BAY ROAD, FRANKSTON RAILWAY LINE, PARK ROAD AND THE RESIDENTIAL ZONE ON BOTH SIDES OF JACK ROAD.

Corporate Services - Governance
File No: PSF/17/68 – Doc No: DOC/17/151310

Executive summary

Purpose and background
The purpose of this report is to advise Council of the process and indicative timeframes for the proposed renaming of a portion of Cheltenham to be known as Pennydale and to initiate that process.

Council at its meeting on 27 June 2017 considered a petition of 583 signatories requesting Bayside City Council to reclaim the historic name ‘Pennydale’ for the neighbourhood bounded by Bay Road, Frankston Railway line, Park Road and the residential zone on both sides of Jack Road.

Council subsequently resolved to receive the petition and receive a report at the July Ordinary Meeting of Council.

The area shown on the map attached to this report and referred to as attachment 1 identifies the area known as Pennydale since the early 1950s when a Post Office was established in the area. Whilst the name Pennydale is not an official suburb name, the name was chosen to avoid confusion with the post offices in Highett and Cheltenham.

The name Pennydale has been used appearing in Melways street directories until the Pennydale Post Office closed in 1999. Some residents have continued using the name Pennydale as their sense of address.

The name has also been retained and used locally through the naming of Pennydale Park located in the heart of the area, which is a registered name of a park with VicNames.

The Pennydale Residents Action Group have undertaken a community engagement process to gauge the level of interest of residents in proposing to change the suburb name to from Highett to Pennydale. The petition tabled at the June Council Meeting indicates that from the 944 properties within the area 61% signed the petition in support of a proposed name change.

Following Council's consideration of the petition at the June Ordinary Meeting preliminary discussion has taken place with the Office of Geographical Names (OGN) to seek advice on the proposed name and boundaries prior to Council resolving to undertake any formal process of engagement. The OGN is also undertaking initial consultation with emergency services, Australia Post and other states and territories regarding any issues with the proposed name.

Key issues
At the time of writing this report, no advice from OGN has been received, however advice should be received prior to the Council meeting and if so this information will be tabled at the meeting for consideration.

The formal process for any naming proposal is unique and the timelines for completion are extremely lengthy and the process is provided within the Naming Rules for places in Victoria guidelines.
It is important to note that if a proposed naming, renaming or boundary change is considered to be small-scale and only affects a limited number of residents, ratepayers and businesses, the process may be shorter than described below. If the road, feature or locality is known to a lot of people and is, or will be, used extensively by the wider community, the process may take longer.

The table below indicates proposed timeframes for each stage of the process.

<table>
<thead>
<tr>
<th>Proposal</th>
<th>Proposal initiation</th>
<th>Consultation</th>
<th>Compliance checks and reporting</th>
<th>OGN audit, gazette and notification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renamed locality</td>
<td>3–4 weeks</td>
<td>30–90 days</td>
<td>30–60 days</td>
<td>30–60 days</td>
</tr>
<tr>
<td>Boundary change of a locality</td>
<td>3–4 weeks</td>
<td>30–90 days</td>
<td>30–60 days</td>
<td>30–60 days</td>
</tr>
</tbody>
</table>

The OGN has indicated that the process could take up to 12 months to complete.

The diagram below indicates the end to end process:

1. •Consider a name for a road, feature or locality
2. •Check for compliance with the relevant naming rules
3. •Send in a proposal to the naming authority
4. •Naming authority undertakes community consultation
5. •Consideration of the proposal by the naming authority (Section 9)
   •Complete the checklist
6. •Lodge a proposal with OGN for Registrar’s consideration of a proposal
7. •Endorsement: gazettal and registration of a proposal
8. •Implementation, signage and recording the history in VICNAMES
Should Council resolve to commence a process of engagement for the renaming of the area to Pennydale, it raises the issue of what to do about a number of properties on the north side of Bay Road that are also currently in the suburb of Cheltenham. If the Pennydale area is renamed it would require a review of the suburb boundary affecting this strip with the most logical outcome being to change the boundary so that this area becomes part of Highett. It is suggested that the consultation process also addresses this issue.

**Recommendation**

That Council:

1. Subject to the receipt of preliminary advice concerning the use of the name Pennydale for the purpose of consultation from the Office of Geographical Names, formally commences the statutory renaming process for the area bounded by Bay Road, Frankston Railway line, Park Road and the residential zone on both sides of Jack Road to be known as Pennydale;

2. Commences the statutory boundary change process for that section of Cheltenham on the north side of Bay Road to become Highett; and

3. Considers a further report on the matter following the completion of the community consultation process.

**Support Attachments**

1. Pennydale map - Option ▼
Considerations and implications of recommendation

Liveable community

Social
The residents within this particular area proposed to be renamed to Pennydale have a real sense of community pride and affiliation to the name of Pennydale. The initial petition process has certainly enhanced the community connectedness amongst residents. This proposal will provide residents with a sense of address that relates to the historic background of the area.

Natural Environment
There are no natural environmental impacts associated with this report.

Built Environment
There are no built environment impacts associated with this report.

Customer Service and Community Engagement
As outlined in the report, a very comprehensive community engagement process will be undertaken and this is mandated by OGN. A communication plan will be developed and submitted to OGN for approval prior to commencing the process.

Human Rights
The implications of this report have been accessed and are not considered likely to breach or infringe upon, the human rights contained in the Victorian Charter of Human Rights and Responsibilities Act 2006.

Legal
The consultation process of this proposal must be undertaken in accordance with the OGN requirements.

Finance
The cost associated with this proposal is provided in the 2017/18 Budget.

Links to Council policy and strategy
There is no direct link to a Council strategy or policy in relation to this matter.
10.7 BRIGHTON SECONDARY COLLEGE SYNTHETIC HOCKEY FACILITY - MANAGEMENT COMMITTEE UPDATE

Executive summary

Purpose and background

In 1999 Council partnered with the Brighton Secondary College (the College) and the Sandringham Hockey Club (currently known as the Southern United Hockey Club) to establish a synthetic sporting facility (the Hockey Facility) for community and school use, on school land at the College.

The management of the Hockey Facility is governed by a Joint Use Agreement (the Agreement) signed by the College, Southern United Hockey Club, Council and the Minister for Education. The initial term of the Agreement expires in 2020. A further term of 10 years is available within the Agreement.

On the 25 March 2014, Council resolved to provide funding towards the renewal of the synthetic hockey surface ($75,000) at Brighton Secondary College and to receive an annual report summarising the activities of the Brighton Secondary College Hockey Facility Management Committee (Management Committee), including its financial position.

Council received the last of these annual reports at its 21 June 2016 meeting and resolved to receive a further report in July 2017 summarising activities, including the financial position of the Management Committee.

Key issues

Despite a number of approaches to the Management Committee, Council has been unable to obtain the necessary information to summarise the activities and determine the Committee’s financial position. The Manager Open Space, Recreation and Wellbeing will continue to work with the Management Committee to develop a summary report to be presented to Council at its 22 August 2017 meeting.

Recommendation

That Council receives a report detailing Brighton Secondary College Synthetic Hockey Facility Management Committee activities and financial position at its 22 August 2017 meeting.

Support Attachments

Nil
**Considerations and implications of recommendation**

**Liveable community**

**Social**
There are no social implications associated with the recommendations in this report.

**Natural Environment**
The recommendations in this report do not impact the natural environment.

**Built Environment**
The recommendations in this report do not impact the built environment.

**Customer Service and Community Engagement**
Further consultation will be conducted with Brighton Secondary College Synthetic Hockey Facility Management Committee.

**Human Rights**
The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the Victorian Charter of Human Rights and Responsibilities Act 2006.

**Legal**
There are no legal implications associated with the recommendations in this report.

**Finance**
There are no financial implications associated with the recommendations in this report.

**Links to Council policy and strategy**
There are no links to Council policy and strategy associated with the recommendations in this report.
Executive summary

Purpose and background
The purpose of this report is to present options for developing advocacy strategies to the State Government seeking support for a ban on free single use plastic bags, both acting alone and in cooperation with other organisations and groups.

Key issues
At the Ordinary Meeting of Council on 27 June 2017, the following Notice of Motion (265) was considered and Council resolved the following:

“That Council, having regard for the recent Association of Bayside Municipalities decision to develop a position statement supporting a ban on free single-use plastic bags, receives a report at the July 2017 Council meeting outlining options for developing advocacy strategies to the State Government seeking support for a ban on free single-use plastic bags, both acting alone and in cooperation with other organisations and groups”.

Key Issues
The Association of Bayside Municipalities (ABM) is calling on the Victorian State Government to join South Australia, Tasmania, Northern Territory, the ACT and Queensland in passing legislation to ban the distribution of free single use plastic bags.

Every year Australians use nearly 7 billion plastic bags, yet less than three per cent of these are recycled. The majority of these plastic bags are given away everyday by supermarkets as well as retailers such as newsagents, discount stores, pharmacies, fruit and vegetable shops, liquor stores and takeaway outlets. Approximately 4,000 bags a minute are being thrown out, taking between 20 and 100 years to breakdown in the environment, and threaten the survival of marine wildlife when mistaken for food.

As evidenced from the 2016 Australian Government Senate Enquiry Report: ‘Toxic Tide: the threat of marine pollution plastic in Australia’, 37% of all the plastic consumed in Australia is single-use disposable packaging.

Plastic bags:
- End up as litter;
- Contaminate freshwater environments, bays and oceans;
- Take many years to break down, persisting as pollution for many years, particularly impacting on the marine environment;
- Consume finite resources in their production and distribution; and
- Contaminate Council’s recycling stream.

Reducing or eliminating plastic bags would achieve the following outcomes:
- Reduce carbon emissions from the manufacture, transport and recycling processes;
- Reduce the volume of waste being sent to landfill;
- Reduce litter on the streets and in our oceans; and
- Help protect marine life.
The need for advocacy

The 2016 Australian Government Senate Environment Committee’s 2016 report, *Turning the Tide: The Threat of marine Pollution in Australia* recommended that the Australian Government supports states and territories in banning the use of single use, lightweight plastic bags. In the absence of a national approach and supporting legislation, South Australia, the Northern Territory, the ACT and Tasmania have independently introduced State bans.

In 2008, South Australia introduced a ban that is estimated to have reduced that state’s consumption by 400 million bags a year. The ACT banned plastic bags on 1 November 2011. Overall the ban has reduced the volume of plastic bag waste going to landfill by around one-third. Further, a 2014 review of the ACT ban included a community survey, which reported that more than 70% of people surveyed did not want the ban overturned and 65% of Canberra grocery shoppers supported the ban for environmental reasons and agreed it had a positive effect on the environment.

Victoria is one of the last Australian states not to ban free single use plastic bags, along with NSW and WA. Legislation introduced into State Parliament last year to restrict the supply and sale of plastic bags and plastic and polystyrene packaging, and prohibit the supply and sale of plastic microbeads has stalled. A draft Bill, *Environment Protection Amendment (Banning Plastic bags, packaging and microbeads)* (2016) was referred to the Victorian Parliamentary Environment and Planning Committee Enquiry. The Committee has recommended that:

> "The government undertake a formal assessment of the impact of the Bill on communities, families, individuals, businesses and the environment."

The delays in a national approach and State government action provide uncertainty around the ban, its specific requirements, associated levies and education campaigns.

Whilst Council does not have the authority to stop plastic bags being provided by outlets such as supermarkets, it is important that Council advocates to the State government for a ban on free single use plastic bags and supports this advocacy through its own activities.

Advocacy Strategies

The following advocacy strategies are available to Council in relation to seeking support from the Victorian Government in passing legislation to ban the distribution of free single use plastic bags:

1. Advocates to the State government as part of the Association of Bayside Municipalities;
2. Advocates as an individual Council; or
3. Waits for the Victorian government to take action.

Advocating for a plastic bag ban through the Association of Bayside Municipalities (ABM) is considered to be the best advocacy approach for Council. Councils along Port Phillip Bay have a common interest in banning the bag, due to the impacts of plastic pollution on coastal and marine environments. Through the ABM, Councils can provide a collective view on the issue, potentially representing over one million residents.

The ABM has developed a draft position statement in relation to banning the distribution of free single use plastic bags for use by member Councils (Attachment 1), so only existing resources would be required as per ABM meeting schedules and processes. This approach is considered to be more powerful and efficient than developing an individual Council approach alone. Council could supplement this approach by also encouraging the community to advocate to ban single use plastic bags and by taking opportunities to press for this change on behalf of our own community.
Recommendation
That Council advocates to the State government as part of the Association of Bayside Municipalities and in its own right to pass legislation to ban the distribution of free single-use plastic bags.

Support Attachments
1. Draft ABM Position Statement - Plastic Bag Ban

Considerations and implications of recommendation

Liveable community

Social
Community support for banning single use plastic bags is increasing. Local businesses will need to be supported to find alternatives to the use of single use plastic bags.

Natural Environment
A ban on free single use plastic bags would reduce the number of plastic bags that end up in the natural environment, including water systems and landscapes and will assist in improving the environment.

Built Environment
A ban on free single use plastic bags would have positive amenity impacts as a result of less litter and reduced impacts on the marine environment.

Customer Service and Community Engagement
No community engagement has been undertaken in relation to this report. However, Council could support its advocacy efforts by undertaking community engagement to gauge community attitudes to banning plastic bags, and use this information to support the recommended advocacy approach.

Human Rights
The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the Victorian Chamber of Human Rights and Responsibilities Act 2006.

Legal
There are no legal impacts associated with this report.

Finance
There are no financial implications associated with this report. Advocating through the Association of Bayside Municipalities could be done through the use of existing resources.

Links to Council policy and strategy
The development or an advocacy approach relating to preventing the distribution of free single use plastic bags is aligned with Goal 5: Environment of the Council Plan 2017-2021:

“Council and the Bayside community will be environmental stewards, taking action to protect and enhance the natural environment, while balancing appreciation and use with the need to protect natural assets for future generations.”
## Options considered

### Option 1 – Preferred Option

<table>
<thead>
<tr>
<th>Summary</th>
<th>Advocate to the State government as part of the Association of Bayside Municipalities to pass legislation to ban the distribution of free single use plastic bags.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benefits</td>
<td>Advocating as part of a group is a more efficient use of staff resources and will have a stronger impact than an individual Council approach. Council will benefit in advocating with other coastal councils along Port Phillip Bay with whom we share common issues. Minimal staff resources are required as the ABM has already developed a Position Statement.</td>
</tr>
<tr>
<td>Issues</td>
<td>Council does not currently have the legislative authority to stop plastic bags being provided by retail outlets such as supermarkets and requires the State government to pass the necessary legislation.</td>
</tr>
</tbody>
</table>

### Option 2

<table>
<thead>
<tr>
<th>Summary</th>
<th>Advocate to the State government as an individual Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benefits</td>
<td>There is no requirement to accommodate potential restrictions or alternative positions from other parties. This advocacy approach would meet Council's and the needs of the community.</td>
</tr>
<tr>
<td>Issues</td>
<td>This option would have as less impact than option 1 and may not be as influential as required to ensure a successful outcome. Council would need to allocate staff resources towards the development of its own advocacy plan or position statement.</td>
</tr>
</tbody>
</table>

### Option 3

<table>
<thead>
<tr>
<th>Summary</th>
<th>Wait for the Victorian government to take action (do nothing)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benefits</td>
<td>No resources would be required for this approach.</td>
</tr>
<tr>
<td>Issues</td>
<td>This approach would not help to address the issues caused by the use of free single use plastic bags, and would continue to contribute to the continued impacts of their use. At this stage, it is unknown when the results of the private members' bill before the Victorian Parliament will be resolved. There is significant community support to ban single use plastic bags and doing nothing will not address community environmental concerns.</td>
</tr>
</tbody>
</table>
Port Phillip Bay councils call for ban on plastic bags

The Association of Bayside Municipalities (ABM) is calling on the Victorian State Government to join South Australia, Tasmania, Northern Territory, the ACT and Queensland in passing legislation to ban the distribution of free single use plastic bags.

Every year Australians use nearly seven billion plastic bags, yet less than three per cent of these are recycled. 4000 bags a minute are being thrown out, taking between 20 and 100 years to breakdown in our environment, and threatening the survival of marine wildlife as they mistake them for food.

Local residents and visitors to Port Phillip Bay come face to face with the damage disposable plastic bags can reap on our beaches and marine life.

Calls for a ban on single use plastic bags has become a state-wide issue in recent times, with extensive coverage on television and social media such as Channel Ten’s The Project campaign with Clean Up Australia to ban plastic bags in New South Wales, Victoria and Western Australia and ABC’s War on Waste series exploring the impacts of plastic waste on Australia’s marine life.

Victoria is one of the last Australian states to ban the bag, along with NSW and WA. Legislation introduced into State Parliament last year to restrict the supply and sale of plastic bags and plastic and polystyrene packaging, and prohibit the supply and sale of plastic microbeads has stalled. A parliamentary committee report into the issue is now due 8 June 2017.

Unfortunately Councils do not have the authority to stop plastic bags being provided by outlets such as supermarkets, this is why the ABM are urging the Victorian Government to take the lead. 

Say NO to plastic bags

The ABM encourages all residents to bring their reusable bags and avoid using a plastic bag! Below are some tips for reducing plastic bag use.

- **Bring** your own reusable shopping bag
- **Refuse** plastic bags if you don’t need them
- **Ask** for a cardboard box as an alternative
- **Use** a shopping jeep or backpack for heavy loads
- **Remember** the four R’s when shopping: Refuse, Reduce, Re-use, Recycle

[quotes]

ABM President Cr Steve Toms said “we know the damage plastic bags do to Port Phillip Bay and its beaches and waterways, and the impact on our birdlife and marine animals”.
“We need to take action and restrict the sale and supply of single use free plastic bags” he said.

Prepared by:
Association of Bayside Municipalities

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Ph. 9667 5536
Email. jwhite@mav.asn.au

The Association of Bayside Municipalities represents the ten councils surrounding Port Phillip Bay – working together to protect and enhance our beaches and Bay

Bayside City Council
Frankston City Council
City of Greater Geelong
Hobsons Bay City Council
Kingston City Council
City of Melbourne
Mornington Peninsula Shire Council
City of Port Phillip
Borough of Queenscliff
Wyndham City Council
Executive summary

Purpose and background

This report presents an update on implementation of the Bayside Environmental Sustainability Framework 2016-2025 (the ESF).

At the Ordinary Meeting of Council on 24 May 2016, Council resolved (in part) to:

1. Adopt the Environmental Sustainability Framework 2016-2025;
2. Receive a report annually on the progress and updates to the Environmental Sustainability Framework Action Plan.

The role of the ESF is to provide consistent direction and guidance for environmental planning and decision-making within Council. The ESF contains the following four goals:

- Goal 1: Leading the way – Bayside City Council operating as a model of environmental sustainability
- Goal 2: Community Partnerships – Supporting an empowered and connected community that acts locally to reduce consumption and live sustainable
- Goal 3: Resilience – Developing community and ecosystem resilience for current and future climate change impacts
- Goal 4: Sustainable Places – Advocating and influencing for healthier ecosystems and more liveable Bayside urban areas and infrastructure.

The ESF contains the following ten environmental themes to help prioritise and achieve each of the goals: biodiversity, environmental citizenship, sustainable buildings, sustainable businesses, sustainable development, sustainable procurement, sustainable transport, sustainable water, zero carbon and waste management. A number of strategic objectives, targets and indicators are identified across the ten themes.

Key issues

The ESF is accompanied by a four-year action plan that, for each goal, details targets and objectives, actions, roles and responsibilities, timelines, costs, performance indicators and monitoring and evaluation methodology. An annual action plan has been developed to ensure that actions are assigned appropriately within Council and that implementation is monitored and regularly reported.

The ESF contains a commitment to an annual review to monitor progress with targets and the delivery of the action plan, and to assist in guiding annual works plans. Every second year a more formal review will take place to review issues, risks and determine overall success of actions (assessed against targets). This review will be presented to Council early in the 2018/19 financial year.
Attachment 1 provides a progress report on actions delivered in 2016/2017. There is a range of activities to deliver the action plan and meet Council’s environmental commitments. The following plans and programs to support the achievement of ESF objectives are currently under development:

- Environment Citizenship Program;
- Carbon Neutral Action Plan;
- Water for Bayside (Council’s Integrated Water Management Strategy);
- Sustainable Infrastructure Policy; and
- Biodiversity Action Plan.

**Recommendation**

That Council:

1. Notes the actions taken during 2016/2017 to implement the ESF action plan; and
2. Receives a further report in the first quarter of the 2018/19 financial year detailing progress against targets, the overall success of actions and reviewing issues and risks.

**Support Attachments**

1. ESF Implementation Report 2016/17

**Considerations and implications of recommendation**

**Liveable community**

**Social**

The implementation of the ESF relies on strong partnerships with the Bayside community, government agencies, council alliances, community organisations and businesses. Actions implemented during 2016/17 have aimed to strengthen those partnerships and provide the basis for future work to build the capacity of Council and the community to care for the environment, minimise the use of resources, adapt to the impacts of climate change and minimise environmental impacts.

**Natural Environment**

Actions from the ESF assist in protecting and improving the quality of the natural environment, including the protection and enhancement of biodiversity, minimising Council’s contribution to climate change, adapting to the impacts of climate change and using natural resources more wisely.

**Built Environment**

The implementation of the ESF will ensure that Council’s buildings are planned, built and maintained to an acceptable standard.
Customer Service and Community Engagement
Extensive community engagement was undertaken during the development of the ESF. It is important that the community remains informed of the delivery of actions that achieve the ESF objectives.

Human Rights
The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the Victorian Chamber of Human Rights and Responsibilities Act 2006.

Legal
There are no legal implications associated with this report.

Finance
There are no financial implications associated with this report. Budget was allocated in the 2016/17 annual budget for the reported actions.

Links to Council policy and strategy
The implementation of actions contained with the ESF is aligned with the Bayside Community Plan 2025 which identifies the community aspiration that: “By 2025, both community and Council will be environmental stewards, taking action to protect and enhance the natural environment and balancing appreciation and use with the need to protect natural assets for future generations.”

The implementation of the ESF actions is also aligned with Goal 5 of the Council Plan 2017 – 2021 is “Environment”. Options considered
This report provides an update on the implementation progress of the ESF and as such no options were considered relevant to this report.
## Bayside City Council Environmental Sustainability Framework 2016-2025
### 2016/2017 Implementation Report

The table below provides a status report for actions within each of the goal areas and includes the following detail:
- Theme and Targets/Objectives
- 2016/2017 Action
- A comment on the status of each action

<table>
<thead>
<tr>
<th>Environmental Theme</th>
<th>Objective/Target</th>
<th>2016/2017 Actions</th>
<th>Status</th>
</tr>
</thead>
</table>
| **Sustainable Water** | - By 2030 transition from using potable water to using recycled water or stormwater for Council operations and facilities, where practical  
- By 2020 source 55% of water supplies from alternative sources; 80% by 2025 (from 2014/15 baseline).  
- By 2020 a 30% increase in water efficiency of Council buildings and operations; 50% by 2025 (from 2014/15 baseline).  
- A decrease in potable water consumption per household  
- Improved quality of stormwater entering the Bay | Implement corporate centre audit water recommendations. | Of the 4 recommended actions identified in the Corporate Centre Audit, 3 actions have been completed: The rain water pumping system has been repaired; More water efficient fixtures and fittings have been installed in regular maintenance; and remaining non-waterless urinals have been converted to low flush systems. Irrigation systems were reviewed for the installation of rain sensors, however, this has proved too costly to implement at this time. |

**Item 10.9 – Reports by the Organisation**

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<tr>
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<tbody>
<tr>
<td></td>
<td>Increased retention of stormwater in the landscape</td>
<td>Deliver Dendy Park Water Harvesting Project.</td>
</tr>
<tr>
<td></td>
<td>Manage storm water, debris and waste to protect the water quality of the bay and enhance the environment.</td>
<td>Deliver Dendy Street Beach Rain Garden.</td>
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<tr>
<td></td>
<td>Work with South East Water to deliver a range of education programs and activities to achieve greater involvement and understanding.</td>
<td>A review of available water education programs, including those offered by South East Water was conducted, including the Schools Water Efficiency program. Lack of resources at South East Water for Council education programs is an issue. The development and implementation of water conservation programs will be considered as part of Council’s Environmental Citizenship Plan and programs. The action will be rescheduled for 2017/2018, pending further information from South East Water and completion of Council’s Environmental Citizenship Plan. This will be reflected in the next update of the ESF.</td>
</tr>
<tr>
<td></td>
<td>Advocate to water authorities to do more to encourage water efficiency in households and businesses in Bayside.</td>
<td>A draft biannual Environment Citizenship survey was developed, including questions on water use practices. Data from all Council water accounts has been analysed for completeness in June, and gaps identified. This data shows Council’s activities should be targeted at reducing water in parks and reserves, in which 80% of Council’s potable water use occurs.</td>
</tr>
<tr>
<td>Waste Management</td>
<td>Deliver recommendations in the Integrated Water Management Plan 2016 - including improving outfalls to the Bay, increasing stormwater recycling and providing infiltration opportunities.</td>
<td>The revised Integrated Water Management (IWM) Strategy 'Water for Bayside' is near completion and is scheduled for adoption by Council at its December 2017 or February 2018 meeting. Council was unsuccessful in the first round of the Port Phillip Bay Fund, leading a joint Council and University research project to identify specific sites for stormwater quality improvement in drains to the Bay.</td>
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</tr>
<tr>
<td>Implement clause 22.10 of the planning scheme: that is Water Sensitive Urban Design</td>
<td>This action has been postponed pending changing requirements in the Planning Scheme.</td>
<td></td>
</tr>
</tbody>
</table>

**Waste Management**
- By 2020 a 60% reduction in Council generated waste to landfill and 90% by 2025 (from 2014/15 baseline).
- Increase diversion of waste from landfill to 60% by 2020, and to 75% by 2025 (from 2014/2015 baseline)

**Investigate and deliver strategies to decrease paper use across the organisation.**

**Develop a Waste Management Action Plan to inform how the framework outcomes and targets are achieved.**

**Investigate and implement potential efficiencies in the hard waste collection service to maximise resource recovery by 2025.**

**This Action Plan has been postponed pending the outcomes of the Recycling and Waste Management Service Review in 2017.**

**To be considered as part of Recycling and Waste Management Service Review.**
<table>
<thead>
<tr>
<th>Item 10.9 – Reports by the Organisation</th>
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<tbody>
<tr>
<td><strong>Sustainable Businesses</strong></td>
<td><strong>Biodiversity</strong></td>
</tr>
<tr>
<td>Council to engage with households and</td>
<td>• Increase community participation in biodiversity</td>
</tr>
<tr>
<td>small-medium size businesses to:</td>
<td>conservation.</td>
</tr>
<tr>
<td>Increase waste diversions, decrease</td>
<td>Increase in planting of indigenous species</td>
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<tr>
<td>water consumption, increase renewable</td>
<td>Develop and deliver Gardens for Wildlife program</td>
</tr>
<tr>
<td>energy, increase energy efficiency –</td>
<td>engaging residents with wildlife gardening</td>
</tr>
<tr>
<td>Targets to be developed after the first</td>
<td>improvements</td>
</tr>
<tr>
<td>environmental citizenship survey</td>
<td>The pilot ‘Gardens for Wildlife’ program,</td>
</tr>
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<td></td>
<td>including communications material and training</td>
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<td>program, has been developed and the program</td>
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<td></td>
<td>will commence in August 2017 with the training</td>
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<tr>
<td></td>
<td>of volunteers.</td>
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<tr>
<td></td>
<td><strong>Facilitate opportunities, develop</strong></td>
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<tr>
<td></td>
<td>programs and provide infrastructure to keep food</td>
</tr>
<tr>
<td></td>
<td>organics out of landfill by 2018.</td>
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<tr>
<td></td>
<td><strong>Facilitate and implement education programs to</strong></td>
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<td></td>
<td>reduce the amount of litter, particularly at</td>
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<td></td>
<td>litter hotspots, in public places and open spaces</td>
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<td></td>
<td>(increasing access to public place recycling)</td>
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<td></td>
<td><strong>Audit of street litter bins was completed to</strong></td>
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<td></td>
<td>identify litter hotspots and to guide foreshore</td>
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<tr>
<td></td>
<td>bin placement. This evidence will be used to</td>
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<td></td>
<td>inform education programs. Council hosted a</td>
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<td></td>
<td>Source Reduction Plan workshop in February to</td>
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<td></td>
<td>develop plans for litter reduction in specific</td>
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<td></td>
<td>areas. A resulting community program will be</td>
</tr>
<tr>
<td></td>
<td>developed and supported in 2017/2018.</td>
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<tr>
<td></td>
<td>**Adopt a methodology for sustainable business</td>
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<td></td>
<td>certification (from 2017)**</td>
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<tr>
<td></td>
<td>**Council has successfully applied for funding to</td>
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<tr>
<td></td>
<td>work with the aged care industry and Bayside</td>
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<td></td>
<td>Business Network to deliver a project to build</td>
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<td>the energy efficiency capability aged care</td>
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<tr>
<td></td>
<td>facility managers. This project will be delivered</td>
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</tbody>
</table>

| **Attachment 1**                       | **To be considered as part of Recycling and Waste** |
|                                       |   Management Service Review                        |
| Maintain natural biodiversity assets and increase conservation effort in areas requiring attention including: |
| Net gain of indigenous flora and fauna species |
| Increased landscape scale connectivity of indigenous and other vegetation |
| Increased Council and community knowledge of natural assets including changes in condition on Council managed foreshores, reserves and parks |
| Reduced negative impacts of pest plants and animals on native fauna |
| Increased biodiversity and ecosystem health improvements on private land. |
| Increased tree canopy cover (to reduce heat island effect, provide shade and improved overall amenity) |

| Develop a Bayside Biodiversity Action Plan including but not limited to: |
| Net gain |
| Whole of ecosystem approach |
| Maximise conservation of habitat diversity |
| Promotion of indigenous flora |
| Awareness and education |
| Measure quality and extent of flora and fauna |
| Weed list and weed actions |
| Monitoring and data collection system |
| Control of introduced species |

The Biodiversity Action Plan is under development. Community engagement will occur in September 2017, with completion of the draft Plan expected in December 2017.
<table>
<thead>
<tr>
<th>Environmental Citizenship</th>
<th>Develop an Environmental Citizenship Program, including a Schools Strategy and Action Plan, in partnership with a diverse group of community stakeholders and based on collective impact principles and practices</th>
<th>The Environmental Citizenship survey has been developed and will be used to develop the Environmental Citizenship Program.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Item 10.9</strong> – Reports by the Organisation</td>
<td>Promote and facilitate Teacher Environment Network (TEN) meetings (so that all primary school teachers attend)</td>
<td>Four meetings held in 2016/2017 on the following topics: 'Waste not Want Not' 'Citizen Science for Sustainability' 'Indigenous Perspectives and Biodiversity', 'Waste and Water' This program will continue throughout 2017/2018 with the following themes: 'Energy', 'Managing our Waste' and 'Citizen Science and the Beach.'</td>
</tr>
<tr>
<td><strong>Item 10.9</strong> – Reports by the Organisation</td>
<td>Primary and secondary schools and early years centres assisted to develop sustainability plans</td>
<td>A template Sustainability Plan for schools and early years centres has been developed. Council will provide ongoing support to schools through the Teacher Environment Network to use this template to develop school sustainability plans. This action will be included in the Environmental Citizenship program.</td>
</tr>
</tbody>
</table>
| **Item 10.9** – Reports by the Organisation | Develop an understanding of the school sector and the barriers and drivers to improving sustainability | A report on the barriers and drivers for the school sector to improve sustainability outcomes was completed in June 2017 for Council. The report was informed by 14
<table>
<thead>
<tr>
<th>Sustainable Buildings</th>
<th>All Council Buildings to be developed and delivered in accordance with the reviewed Sustainable Buildings Policy. From 2016/2017 increase square metres (m²) in Council buildings implementing National Australian Built Environment Ratings System (NABERS) requirements or superior system into new and retrofit development. Increase utilisation of existing Council owned buildings.</th>
<th>Review and amend procurement policy so that all new contracts reflect the revised Sustainable Buildings Policy.</th>
<th>Council's Procurement Policy was reviewed and adopted by Council at its 27 June 2017 Ordinary Meeting. Amendments include reference to Council’s ESF and its objectives, with the aim to integrate sustainable procurement into Council's business as usual practice. Internal awareness of the updated policy for inclusion in new contracts will be undertaken in 2017/18.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>outcomes and develop Council programs</td>
<td>meetings with Bayside school Principals in 2016-17 by the education team from EcoCentre. School sustainability programs were delivered in partnership with 4 Bayside schools, supporting data collection and strategies to reduce resource use. Evaluation of the program in 2017/2018 and discussion with EcoCentre on the barriers and drivers report, will inform development of Council programs to support schools in 2017/2018.</td>
<td></td>
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<tr>
<td></td>
<td>Review existing occupancy of Council buildings. Complete items from Building Asset Management Plan 2016.</td>
<td>To be completed</td>
<td>The Sustainable Infrastructure Policy will be presented to the December ordinary meeting of Council for endorsement</td>
</tr>
</tbody>
</table>
| **Sustainable Development** | Improved environmental standards for new residential and commercial buildings and renovations in the planning approval process. By 2020 90% of Council capital works projects completed will consider Environmental Sustainability in planning, design, construction and operation. These will include:  
- Indoor Air Quality  
- Energy  
- Water  
- Waste  
- Materials  
- Biodiversity  
- Emissions (GHG)  
  
Community Satisfaction rating for appearance of public areas to be no less than 74 Local Government Community Satisfaction | Join the Council Alliance for Sustainable Built Environment (CASBE) as a member council. | Council will join the Council Alliance for Sustainable Built Environments (CASBE) in July 2018. The objective of joining CASBE is to eventually integrate sustainability into the planning process. Membership will provide access to Alliance meetings and training to prepare planners to use CASBE’s Built Environment Sustainability Scorecard (BESS) to assess planning applications, planned to commence from July 2018. |
<table>
<thead>
<tr>
<th>Sustainable Procurement</th>
<th>By 2020 40% of Council Procurement to be low greenhouse gas emissions, water- and materials-intensive and non-toxic products and services. By 2025 80% of council procurement to be low greenhouse gas emissions, water- and materials-intensive and non-toxic products and services.</th>
<th>Review procurement policy with the aim to integrate sustainable procurement into Council's business as usual practice.</th>
<th>Council's procurement policy was reviewed and adopted by Council at its 27 June 2017 Ordinary Meeting and includes reference to the ESF and its objectives with the aim to integrate sustainable procurement into Council's business as usual practice.</th>
</tr>
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<tr>
<td></td>
<td>Develop and deliver sustainable procurement training for key Council staff and ensure training is included in the calendar.</td>
<td>Training is to be included in the 2017/2018 training Calendar</td>
<td>A Sustainable Infrastructure Policy has been drafted and will be presented to Council in December 2017. This will be accompanied by a detailed Procedure to support the implementation of the Policy.</td>
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<td></td>
<td>Review the Sustainable Buildings Policy to ensure resource efficient use of buildings. Incorporate specifications on minimum performance standards for products, technologies and services to help meet Sustainable Building Policy objectives</td>
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<td></td>
<td>Increase production and consumption of local food by residents, schools and businesses. Increase participation in community food activities including community gardens, food swaps and local farmers markets.</td>
<td>Work with the community to assist in them establishing community gardens and other sustainability food activities</td>
<td>Beaumaris Rotary was supported throughout the establishment of a community garden at St Stephens Anglican Church in Gardenwale, and the group obtained a council community grant to help establish the garden. The garden is fully established, thriving, and there is a waiting list for plots. Council continues to respond to enquiries from the community about community gardening opportunities, and the Community Gardening Policy provides the framework for response to these enquiries.</td>
</tr>
<tr>
<td>Sustainable Transport</td>
<td>30% reduction in greenhouse gas emissions intensity of Council’s fleet and staff travel to work by 2020</td>
<td>Review the Green Travel Plan 2013-15 and deliver actions with the aim of reducing fleet emissions in particular reducing fuel intensity of Council fleet.</td>
<td>Council’s ‘Please Don’t Feed the Bin’ food waste avoidance program was implemented including workshops to promote thoughtful food purchase and consumption practices (with 8 workshops held on topics such as food storage, meal planning and using leftovers).</td>
</tr>
<tr>
<td>Better quality and more integrated transport infrastructure in Bayside to support public transport, cycling and walking to reduce car trips and emissions in Bayside. Community and business support for and participation in active, public and low carbon transport options. Community satisfaction rating for local streets and footpaths above 63 Local Government Community Satisfaction survey index score.</td>
<td>Deliver the Integrated Transport Strategy 2013</td>
<td>Delivery of the Active Transport Facility Improvement Program, Little Brighton Reserve Shared Path, St Kilda Street shared path, Bay Trail Shared Path High Risk Sites Safety Improvements, Bicycle Facilities Improvement Program and Bicycle wayfinding signage program</td>
<td></td>
</tr>
<tr>
<td>Community Satisfaction rating for traffic management above 58 Local Government Community Satisfaction Index</td>
<td>Advocates for greater investment in trains and bus services in Bayside</td>
<td>A Public Transport Advocacy Statement was released and activities undertaken in accordance with the statement. For example, letters have been sent to the Minister for Public transport advocating for increased bus and train frequency and integration, along with increased commuter parking.</td>
<td></td>
</tr>
<tr>
<td>Increase the use of alternative and low carbon modes of transport. Targets to be determined after first survey.</td>
<td>Continue to promote Bayside’s network of shared paths.</td>
<td>Scheduled to occur June-December 2017 – article in ‘Let’s Talk Bayside’ and as part of community engagement on the Bay Trail Improvements. Promotion of Little Brighton Reserve Shared Path will be promoted upon completion</td>
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<tr>
<td>Item 10.9 – Reports by the Organisation</td>
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</table>

| Develop and implement a program of campaigns and events that promote sustainable transport options including: |
| - information on the Council website |
| - social media including mobile phone applications |
| - regular articles in Council newsletters |
| - prepare an annual report on progress achieved |
| - information and orientation kits for new residents |
| - event based behaviour change initiatives, such as Ride to Work Day, Global Corporate Challenge and Walk and Ride to School days |
| The Bayside Bicycle Map was launched in November 2016 and is available as a phone application. |
| Ride to Work Day for Council staff in 2016 had 20 participants from the Corporate Centre. |
| Council supported Bayside schools to participate in Walk to School Month in October 2016. |

| Provide temporary secure bike parking at council run community events to encourage the community to ride rather than drive to these events. |
| Council continues to provide bicycle parking at council-run events |
| Zero Carbon                                                                 | Work with State Government Climate Adaptation programs and SECCA, to maintain up to date knowledge on impacts and adaptation and to develop programs to minimise impacts and help the community prepare for the impacts. | Council officers provided input into the development of the Victorian Climate Change Adaptation Plan. Council continues its response to membership on the South East Councils Climate Change Alliance. This valuable Council Alliance has enabled Council to participate in the following ongoing programs: 
EcoDriver – a driver education program to encourage smarter driving, leading to lower fuel consumption of council’s fleet
Save it for the Game - a program to work with sporting clubs to reduce energy consumption, the financial savings can then be channelled into club activities rather than spending on energy bills.
Residential Energy Scorecard – providing residential energy efficiency assessments to pensioner households.
Solar Savers – a program to reduce community greenhouse gas emissions, and improve comfort of households of those most vulnerable to the impacts of climate change by facilitating access, to eligible households, to low interest finance for solar panels.

Bayside has partnered with Kingston and Mornington Peninsula Shire Council to develop the Climate Ready website, which aims to assist members of the community to identify how climate change will impact them and then develop a plan to prepare for those impacts. |

- Council preparedness for and mitigation of risks from climate change including: 
  - Drought and heat waves 
  - Coastal impacts including storm surges, sea-level rises and costal erosion 
  - Disruptions to supply of essential services including electricity, fuel, water and food 
  - Heat related asset failures (e.g. building cooling systems, road surfaces, etc) 
  - Higher peak flows and local flooding 
  - Deterioration of buildings and other built surfaces natural 
  - Community preparedness for and mitigation of risks from climate change environment and associated costs 
  - Heat-related stress and mortality (particularly among vulnerable populations) 
  - Community impacts to include people particularly vulnerable to climate change impacts and less able to respond effectively: the elderly, the very young, people with disabilities or chronic illness, people on low incomes, people with poor quality housing, the homeless, new arrivals and those from diverse cultural backgrounds 
  - Deterioration of open space |
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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<tbody>
<tr>
<td>10.9</td>
<td>Reports by the Organisation</td>
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<td></td>
<td>Continue to implement actions in the climate change strategy to better understand local impacts.</td>
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<td>Work with Melbourne Water to investigate areas of greatest risk from flooding due to extreme weather events and investigate site-specific solutions.</td>
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<tr>
<td></td>
<td>Council has worked with Melbourne Water to investigate areas of greatest risk from flooding due to extreme weather events and damage failure, and investigate site-specific solutions.</td>
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<td></td>
<td>An assessment of the viability of installing renewable energy solar panels on Council-owned or leased buildings has been completed in 2016-17.</td>
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<td></td>
<td>Installation of solar panels on the Bayside Corporate Centre and Beaumaris Library and Community Centre commenced in June, with 16% and 30% respectively of the electricity of these buildings to be provided by solar energy. Plans to install solar panels on Council-owned and leased buildings were aligned with capital works projects in 2017/2018 and confirmed in Council’s 2017/18 budget.</td>
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<td>Develop and implement a carbon neutral action plan with the following focus areas.</td>
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<td>Firstly reduce emissions.</td>
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<td>Then reduce energy and resource consumption.</td>
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</table>
| Item 10.9 – Reports by the Organisation | Then switch energy sources from non-renewable to renewable  
- Lastly, offset residual | A Carbon Neutral Action Plan has been drafted and will be released for targeted community engagement in July/August 2017. |
Executive summary

Purpose and background
To advise Council of proposed amendments to the Council/Committee meeting schedule to accommodation a change of venue for the September 2017 Ordinary Meeting of Council and the cancellation of the Planning and Amenity Committee meeting on 3 August 2017.

Key issues

Change of venue for the September Ordinary of Council

Council at its meeting on 27 June 2017 adopted the 2017-2021 Council Plan. Within the Council Plan relating to Goal 8 – Governance and specific reference to increasing opportunities for participation in Council Meetings, a specific action provides that Council conducts a trial to shift one meeting a year to an alternative venue.

On this basis, it is proposed to change the location for the September 2017 Ordinary Meeting of Council from the Council Chambers, Civic Centre Precinct Brighton to the Beaumaris Community Hall to enhance participation at Council meetings.

Given Council’s Meeting Procedure Local Law provides that any change to a location outside the Civic Centre Precinct requires a Council resolution, it is recommended that Council resolves to change the venue for the September 2017 to the Beaumaris Community Hall.

To undertake this trial of change of venue, costs will be incurred to ensure the meeting continues to webcast for the community, appropriate audio is provided for Councillors and members of the gallery, data screens and monitors to read the live minutes of the meeting.

In addition, appropriate public notice will be required to advise of the change of venue, via the local newspaper, Council’s website, public notice on buildings at the Council Chambers and Corporate Centre, Facebook and other social media.

Cancellation of the 3 August 2017 Planning and Amenity Committee meeting

Earlier this year Council resolved to conduct 6 more Planning and Amenity Committee meetings in addition to those already included in the meeting schedule. This enabled two meetings of the Planning and Amenity Committee to be held each month in order for Council to consider the back log of planning applications that required a decision by Council.

However, due to staffing resourcing matters, it is necessary to cancel the Planning and Amenity Committee scheduled for the 3 August 2017. Those items programmed for consideration to that meeting would be rescheduled to 15 August 2017.
Recommendation

That Council:

1. Resolves to the change the location of the September 2017 Ordinary Meeting of Council from the Civic Centre Precinct to the Beaumaris Community Hall;

2. Resolves to cancel the Planning and Amenity Committee meeting scheduled for 3 August 2017; and

3. Gives appropriate public notice via local newspaper, Council’s website, public notices on Council Chambers, Corporate Centres, Library Branches, and social media advising of the change of location and cancelation of meeting.

Support Attachments

Nil

Considerations and implications of recommendation

Liveable community

Social
There are no social impacts associated with this report.

Natural Environment
There are no natural environment impacts associated with this report.

Built Environment
There are no built environment impacts associated with this report.

Customer Service and Community Engagement
The proposed change of location for the September Council Meeting and the cancellation of the 3 August 2017 Planning and Amenity Committee will require appropriate public notice to be given to ensure the community is aware of these changes, particularly relating to those planning applications which will be deferred to the 15 August 2017 meeting.

Human Rights
The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the Victorian charter of Human Rights and Responsibilities Act 2006.
Legal
There are no legal implications associated with this report, on the basis Council resolves on these matters in accordance with the Governance Local Law.

Finance
It is anticipated that the cost associated with the change of location for the trail meeting in September 2017 will be approximately $7,000. This can be accommodated within the 2017/18 Budget.

Links to Council policy and strategy
This report aligns with the 2017-2021 Council Plan Goal 8 to encourage greater opportunities for participation in Council meetings.
10.11 AFFORDABLE HOUSING STRATEGIC ACTIONS - 2017-2021 COUNCIL PLAN

Executive summary

Purpose and background
To advise Council of the 2017 Affordable Housing Development Summit to be held in Melbourne on 31 July to 1 August 2017, and to advise on related activities occurring in relation to the 2017-2021 Council Plan.

The Affordable Housing Development Summit is a privately initiated two-day forum bringing together key stakeholders from government, local government, housing providers and private industry. Its stated purpose is: “to share the latest insights to policies and practices advancing affordable housing in Australia.”

The summit objectives as stated are to provide the opportunity for attendees to learn more about:

- the latest plans and policies from all levels of Government to meet affordable housing demand and supply;
- Leverage best-practice national and international affordable housing development strategies from both private and non-profit sectors;
- Unravel funding and financing models and strategic land use planning to increase the supply of affordable housing; and
- Gain insights on how stronger partnerships can be fostered between private and public sectors.

This summit would be a beneficial opportunity to learn from others and explore future opportunities for affordable housing.

This summit coincides with the following Council Plan 2017-2021 Strategy: “Improve housing affordability (including social housing) and housing needs of various life stages through advocacy.” In this regard Council is currently pursuing involvement in advocacy regarding the State government’s Public Housing Renewal Program. This Program includes the New Street Public Housing Estate in Brighton, which has been included in a program to renew and further develop 9 Public Housing sites across Melbourne.

Key issues
All Councillors were advised of the summit and to date the Mayor Cr del Porto has expressed a desire to attend. The cost of registration is $2,399, which is funded from the Councillors Training and Development budget.

The Victorian Government Public Housing Renewal Program has been the subject of an MAV State Council motion and Bayside has joined with other Councils in initiating an advocacy program to influence State Government policy in this area.
Recommendation

That Council:

1. approves the attendance of the Mayor Cr del Porto at the Affordable Housing Development Summit to be held in Melbourne on 31 July to 1 August 2017; and

2. notes and endorses Council’s intended participation in accordance with the Council Plan 2017-2021 in an advocacy campaign relating to the State Government’s Public Housing Renewal Program.

Support Attachments

Nil

Considerations and implications of recommendation

Liveable community

Social

There will no doubt be a number of learnings from the summit concerning affordable and social housing that Council can better understand, and assist in Council’s advocacy campaign on social housing. Council’s advocacy program will seek to address affordable housing opportunities in keeping with the Council Plan 2017-2021.

Natural Environment

There are natural environment impacts associated with this report.

Built Environment

This summit will also provide an insight into built environment of affordable housing within local communities and how these developments are best developed and financed.

Customer Service and Community Engagement

There are no customer service or community engagement implications associated with this report.

Human Rights

The implications of this report have been accessed and not considered likely to breach or infringe upon the human rights contained in the Victorian Charter of the Human Rights and Responsibilities Act 2016.
Legal
There are no legal implications associated with this report.

Finance
The cost associated with the attendance of the Mayor at the summit is provided within the current 2017/18 budget. The cost associated with the advocacy campaign are currently being finalised but will be modest and funded within existing budgets.

Links to Council policy and strategy
In accordance with Council's Reimbursement, Support, Resources, and Accountability Policy each Councillor is able to attend various conference, seminars and summit annually within budget.
Executive summary

Purpose and background
This report provides a summary and analysis of Council's financial performance for eleven (11) months to 31 May 2017.

The report is designed to analyse actual results against the 2016/17 Adopted Budget to ensure consistency and compliance with the Budget, and to measure Council’s overall financial performance.

Please refer to the Detailed Financial Report attached for full analysis.

Key issues
The Adjusted Budget for 2016/17 of $22.279M reported below has increased by $13k from the Adopted Budget of $22.292M and includes the following adjustments

- $50k increase in the rollover of funding for the Beaumaris Sports Club pavilion to $2.055M
- ($63k) 2015/16 Urban Strategy projects to be delivered in 2016/17
  - Hampton East (Moorabbin) structure plan implementation
  - Martin St structure plan implementation
  - Car parking precinct plans

2016/17 Year to date operating result
The May 2017 result is a surplus of $26.3M which is $8.6M favourable to budget.

2016/17 Forecast operating result
The current forecast for the year represents a surplus of $27.6M which is $5.3M favourable to Budget. The underlying forecast result is favourable to budget by $4.8M and excludes the following one off or timing related items:

- $1.5M Resort and recreation levy income in excess of $2M budget.
- $1.322M Timing of operational grants from the Victorian Grants Commission received in advance for the 2017/18 year.
- $900k Decrease in depreciation related to timing of the completion of the capital program
- ($18k) Timing of income and expenditure for Aged and Disability Regional projects.
- ($1.310M) loss on disposal of infrastructure assets disposed of as part of the capital renewal program.
- ($1.909M) Timing of capital grants and contributions received in advance or deferred to align with the expected completion of capital projects.

It should be noted that Council budgets for a surplus in its operating budget each year so as to fund capital works and debt reduction. Any end of year surplus that is favourable to budget is quarantined in Council’s infrastructure reserve which is used to fund capital works in future years.
Cash and Investments

The cash position as at May 2017 is $93.1M. The year-to-date favourable variance to budget of $33.3M as at May 2017 is mainly due to:

- $17.9M greater opening cash balance than budgeted:
  - $6.8M Favourable capital works underspend including Rollover of 2015/16 capital projects of $5.1M (to be spent in 2016/17)
  - $11.1M Favourable cash underspend for operating activities including $0.8M transferred to the Infrastructure Reserve and $2M transferred to the Open Space Reserve
- $2.6M YTD favourable operating cash from operating activities
- $12.8M YTD favourable capital cash flow results.

There will be a significant drawdown on these cash reserves over the next 4 years to pay off debt and to fund a rapid expansion of major capital projects.

Victorian Auditor General’s Office (VAGO) Indicators

Current forecasts indicate that Council will achieve VAGO indicator targets.

Local Government Performance Reporting Framework (LGPRF) Indicators

Current forecasts indicate that Council will achieve LGPRF indicator targets.

Capital Result

The forecast for capital expenditure to 30 June 2017 is favourable $15.6M and indicates that 66.5% of the capital expenditure budget will be spent by June 2017.

Three significant projects have impacted on the expenditure. These projects have been delayed or are unable to start the construction phase due to delays in the approvals processes. The under expenditure in these projects amounts to 22.6% of the overall capital expenditure budget:

- Elsternwick Park No 1 Oval Precinct
  - Construction not commenced. Construction contract to be awarded at the June 2017 Council meeting. Project delayed to resolve the project scope and seek additional funding contributions as the original scope proposed by the stakeholders and State government significantly exceeded the project budget.
  - $3.28M 7.1%
- Dendy Street Beach Masterplan implementation
  - Construction not commenced as a planning permit has not been granted. Council issued a Notice of Decision to grant a planning permit in December 2016 and this has been appealed. The Victorian Civil and Administrative Tribunal have scheduled a hearing in November 2017.
  - $4.5M 9.7%
- Banksia Reserve Beaumaris Pavilion redevelopment
  - Construction commenced in November 2016 after Council awarded the construction contract in August 2016. This was delayed while Council waited for the Beaumaris Sports Club to confirm its funding contribution.
  - $2.7M 5.8%

Total for three projects $10.48M 22.6%

Excluding the three projects above, capital works expenditure on projects able to be delivered is forecast to achieve 89% of budget.
Recommendation
That Council notes the operating and capital financial report for the eleven months to 31 May 2017.

Support Attachments
1. Finance Report May 2017 ↓
Considerations and implications of recommendation

Liveable community

Social
There are no social impacts associated with this report.

Natural Environment
There are no natural environmental impacts associated with this report.

Built Environment
There are no built environmental impacts associated with this report.

Customer Service and Community Engagement
There are no impacts to customer service.
No community engagement has been undertaken in preparing this report.

Human Rights
The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the Victorian Charter of Human Rights and Responsibilities Act 2006.

Legal
Section 138 of the Local Government Act 1989 prescribes that, at least every three months, a financial report of revenue and expenditure be presented to Council.

Finance
The year-end forecast operating result is a surplus of $27.6M which is $5.3M favourable to budget. Taking into account one off and timing issues the underlying operating result is $4.8M favourable to budget.

The capital expenditure forecast including the anticipated rollover of projects to 2017/18 is favourable to budget $576k.

Links to Council policy and strategy
The monthly financial report is identified within Goal 8 Governance in the Council Plan 2017-2020. We want an organisation that is financially stable and with decision making that is open, transparent, and informed by the community.

Operating Result

The Adjusted Budget for 2016/17 of $22,279M reported below has increased by $13k from the Adopted Budget of $22,292M and includes the following adjustments:

- $50k increase in the rollover of funding for the Beaumaris Sports Club pavilion to $2.055 M
- ($53k) 2015/16 Urban Strategy projects to be delivered in 2016/17
  - Hampton East (Moorabbin) structure plan implementation
  - Martin St structure plan implementation
  - Car parking precinct plans

2016/17 Year to date operating result

The May 2017 result is a surplus of $26.3M which is $8.6M favourable to budget.

2016/17 Forecast operating result

The current forecast for the year represents a surplus of $27.6M which is $5.3M favourable to Budget. The underlying forecast result is favourable to budget by $4.6M and excludes the following one off or timing related items:

- $1.5M Resort and recreation levy income in excess of $2M budget.
- $1.322M Timing of operational grants from the Victorian Grants Commission received in advance for the 2017/18 year.
- $900k Decrease in depreciation related to timing of the completion of the capital program
- ($18k) Timing of income and expenditure for Aged and Disability Regional projects.
- ($1.310M) loss on disposal of infrastructure assets disposed of as part of the capital renewal program.
- ($1.309M) Timing of capital grants and contributions received in advance or deferred to align with the expected completion of capital projects.
## Operating Services & New Initiatives Budget

### Income

<table>
<thead>
<tr>
<th>Line Item</th>
<th>2016/17 Adjusted Budget YTD $'000s</th>
<th>2016/17 YTD Actuals $'000s</th>
<th>2016/17 Adjusted Variance $'000s</th>
<th>2016/17 Adjusted Budget $'000s</th>
<th>Current Forecast 2016/17 $'000s</th>
<th>Adjusted Budget less Forecast Variance $'000s</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rates and Charges</td>
<td>78,171</td>
<td>78,464</td>
<td>293</td>
<td>85,286</td>
<td>86,600</td>
<td>314</td>
</tr>
<tr>
<td>Statutory Fees and Fines</td>
<td>3,991</td>
<td>5,532</td>
<td>1,541</td>
<td>4,389</td>
<td>6,121</td>
<td>1,733</td>
</tr>
<tr>
<td>User Fees</td>
<td>7,477</td>
<td>7,805</td>
<td>329</td>
<td>7,996</td>
<td>8,300</td>
<td>304</td>
</tr>
<tr>
<td>Rental Income</td>
<td>3,973</td>
<td>4,037</td>
<td>65</td>
<td>4,054</td>
<td>4,070</td>
<td>16</td>
</tr>
<tr>
<td>Grants - Operating</td>
<td>9,966</td>
<td>10,146</td>
<td>180</td>
<td>10,209</td>
<td>11,827</td>
<td>1,618</td>
</tr>
<tr>
<td>Grants - Capital</td>
<td>1,479</td>
<td>2,153</td>
<td>674</td>
<td>3,659</td>
<td>3,899</td>
<td>240</td>
</tr>
<tr>
<td>Contributions - Cash - Operating</td>
<td>35</td>
<td>65</td>
<td>30</td>
<td>124</td>
<td>117</td>
<td>(7)</td>
</tr>
<tr>
<td>Contributions - Cash - Capital</td>
<td>1,833</td>
<td>3,242</td>
<td>1,409</td>
<td>4,380</td>
<td>3,719</td>
<td>(661)</td>
</tr>
<tr>
<td>Interest Income</td>
<td>1,833</td>
<td>2,486</td>
<td>653</td>
<td>1,775</td>
<td>2,395</td>
<td>620</td>
</tr>
<tr>
<td>Other Income</td>
<td>1,490</td>
<td>1,204</td>
<td>(288)</td>
<td>1,608</td>
<td>1,276</td>
<td>(332)</td>
</tr>
<tr>
<td>Total Income</td>
<td>110,047</td>
<td>113,836</td>
<td>3,789</td>
<td>123,479</td>
<td>126,013</td>
<td>2,534</td>
</tr>
</tbody>
</table>

### Expenditure

<table>
<thead>
<tr>
<th>Line Item</th>
<th>2016/17 Adjusted Budget YTD $'000s</th>
<th>2016/17 YTD Actuals $'000s</th>
<th>2016/17 Adjusted Variance $'000s</th>
<th>2016/17 Adjusted Budget $'000s</th>
<th>Current Forecast 2016/17 $'000s</th>
<th>Adjusted Budget less Forecast Variance $'000s</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Costs</td>
<td>36,942</td>
<td>36,151</td>
<td>791</td>
<td>40,192</td>
<td>39,698</td>
<td>495</td>
</tr>
<tr>
<td>Materials and Services</td>
<td>39,571</td>
<td>36,734</td>
<td>2,837</td>
<td>43,499</td>
<td>42,133</td>
<td>1,367</td>
</tr>
<tr>
<td>Bad and Doubtful Debts</td>
<td>-</td>
<td>27</td>
<td>(27)</td>
<td>172</td>
<td>172</td>
<td>-</td>
</tr>
<tr>
<td>Depreciation and Amortisation</td>
<td>15,091</td>
<td>13,862</td>
<td>1,229</td>
<td>16,470</td>
<td>15,570</td>
<td>900</td>
</tr>
<tr>
<td>Other Expenses</td>
<td>360</td>
<td>331</td>
<td>29</td>
<td>426</td>
<td>411</td>
<td>15</td>
</tr>
<tr>
<td>Finance Costs</td>
<td>404</td>
<td>420</td>
<td>(16)</td>
<td>441</td>
<td>434</td>
<td>6</td>
</tr>
<tr>
<td>Total Expenditure</td>
<td>92,368</td>
<td>87,525</td>
<td>4,843</td>
<td>101,200</td>
<td>98,417</td>
<td>2,783</td>
</tr>
</tbody>
</table>

### Operating Result - Surplus

- **Total Income:** 110,047
- **Total Expenditure:** 92,368
- **Operating Result - Surplus:** 17,679

### Operating Result by Division

<table>
<thead>
<tr>
<th>Division (in '000s)</th>
<th>2016/17 YTD Adjusted Budget</th>
<th>2016/17 YTD Actuals</th>
<th>2016/17 YTD Adjusted Variance</th>
<th>2016/17 Adjusted Budget</th>
<th>Current Forecast 2016/17</th>
<th>Adjusted Budget less Forecast Variance</th>
<th>2016/17 Adjusted Budget Percentage Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive</td>
<td>7,419</td>
<td>6,889</td>
<td>530</td>
<td>8,189</td>
<td>7,702</td>
<td>397</td>
<td>4.8%</td>
</tr>
<tr>
<td>Corporate Services</td>
<td>7,400</td>
<td>6,898</td>
<td>502</td>
<td>8,571</td>
<td>8,007</td>
<td>564</td>
<td>6.6%</td>
</tr>
<tr>
<td>Env. Rec. &amp; Infrastructure</td>
<td>26,009</td>
<td>27,850</td>
<td>1,059</td>
<td>31,624</td>
<td>31,087</td>
<td>537</td>
<td>1.7%</td>
</tr>
<tr>
<td>City Planning &amp; Community Services</td>
<td>7,435</td>
<td>4,507</td>
<td>2,928</td>
<td>8,897</td>
<td>6,639</td>
<td>2,258</td>
<td>25.4%</td>
</tr>
<tr>
<td>Corporate Finance</td>
<td>(2,611)</td>
<td>(2,434)</td>
<td>(178)</td>
<td>(2,795)</td>
<td>(3,439)</td>
<td>644</td>
<td>23.1%</td>
</tr>
<tr>
<td>Underlying Operating</td>
<td>48,612</td>
<td>43,710</td>
<td>4,901</td>
<td>54,486</td>
<td>50,087</td>
<td>4,399</td>
<td>8.1%</td>
</tr>
<tr>
<td>Rates</td>
<td>(78,070)</td>
<td>(78,476)</td>
<td>405</td>
<td>(85,196)</td>
<td>(85,624)</td>
<td>428</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Capital Income</td>
<td>(3,311)</td>
<td>(5,407)</td>
<td>2,095</td>
<td>(8,039)</td>
<td>(7,630)</td>
<td>(409)</td>
<td>5.1%</td>
</tr>
<tr>
<td>Depreciation</td>
<td>15,091</td>
<td>13,882</td>
<td>1,230</td>
<td>16,470</td>
<td>15,570</td>
<td>900</td>
<td>5.5%</td>
</tr>
<tr>
<td>Grand Total</td>
<td>(17,679)</td>
<td>(26,311)</td>
<td>8,632</td>
<td>(22,279)</td>
<td>(27,596)</td>
<td>5,318</td>
<td>-23.9%</td>
</tr>
</tbody>
</table>
Executive forecast favourable $397k
- $231k net savings in salaries:
  - $165k timing of appointments to positions and restructure in Strategy & Performance including the unfilled Innovation position.
  - $102k library staff on extended leave offset by additional casual relief.
  - ($54k) additional resources required for customer service to support the contact centre and multiple customer channels.
- $82k forecast savings for training and management development based on expected programs to June 2017.
- $31k additional grant funding for Library.

Corporate Services forecast favourable $564k
- $351k forecast savings in Corporate insurance:
  - $296k savings based on favourable tender results.
  - $55k savings in claims payouts due to a reduction in the number of insurance claims.
- $125k merchant service fees charged from 1 July to recover merchant fees for credit card payments.
- $124k net savings in salaries mainly due to the timing of appointments to positions in Commercial Services, Governance and Human Resources.
- $52k forecast savings in Provision of Electoral Services.
- ($52k) insurance audit to provide a comprehensive insurance register
- ($56k) reduction in lease cost recovery from tenants due to the reduced insurance premiums.

Environment, Recreation and Infrastructure forecast favourable $537k
- $259k reduction in programmed maintenance contracts, reactive cleaning and water & sewage charges based on YTD actual results and anticipated spend to June.
- $144k favourable variance relating to a number of Open Space services contracts with CPI being lower at 1.7% compared to the budgeted 2.5% including:
  - $105k savings in leisure and recreation salaries due to staff working part time for the remainder of the year.
  - $95k reduction ($7k per month) in lighting and maintenance charges due to the energy efficient public lighting program.
  - ($99k) approved fixed term position extension for the Wellbeing for All Ages Community Grants Officer and the Abilities (WAAAA) Project Officer funded from savings.
- (72k) unfavourable in waste management due to:
  - ($315k) Polytrade contract re-negotiation for sales of recyclable materials.
  - ($117k) increase for outsourcing Hard Waste Customer Service Calls to Oracle.
  - $63k reduction in expected costs for the development of the Waste Strategy to reflect progress by June 2017.
  - $115k net reduction in the services contracts based on YTD run rates.
- $163k reduction in landfill contributions as result of a change to landfill site and projections based on YTD actual results.

City Planning and Community Services forecast favourable $2.26M
- $822k favourable forecast result for Parking:
  - $630k forecast increase in parking infringement revenue based on YTD results due to increase in patrol area hotspots. The number of infringements issued YTD was 30,521 (31,537 YTD 2015/16) representing a 3.22% decrease for the same period last year.
  - $232k additional fine income from the Infringements Court based on YTD results.
  - $111k savings in salaries due to vacant parking officer roles which have now filled.
  - $51k increase in parking user fees due to increased patronage over summer.
  - ($224k) increase in lodgement and registration costs, offset by additional infringement revenue.
• $451k favourable for Aged & Disability related to savings as a result of:
  o $120k additional grant funding.
  o $367k favourable in salaries due to lower demand for service.
  o ($50k) reduction in fees due to lower demand for service.
  o $68k reduced travel costs related to the implementation of GPS.
  o $35k reduction in training costs for Home Care.
  o ($50k) increase for electronic rostering software and staff training.
• $164k Environmental Health forecast increase due to a successful prosecution and savings related to timing of appointment to a position.
• $124k net savings in Youth Services due to staff member on extended unpaid sick leave and vacant roles during the year which have now been filled.
• $307k forecast favourable budget result for Development Services
  o $675k forecast increase in revenue which reflects increase in both the number of planning applications lodged and the increase in the value of State fees from 13 October 2016.
  o $215k forecast increase in revenue for general and other statutory planning fees reflecting trends based on current rate of applications and requests for service.
  o $130k increase for crane and hoarding permits
  o ($140k) forecast increase in legal fees for VCAT major cases expected as a result of Council decisions on permit applications with an increase in refusal of complex activity centres and apartment applications. In addition $20k for heritage advice.
  o ($88k) software license fee for viewing planning applications.
  o ($529k) forecast increase in staffing and training costs required to meet service targets. This is funded from increased revenue.

Corporate Finance forecast favourable $644k

• $1.322M Timing of operational grants from the Victorian Grants Commission received in advance for the 2017/18 year.
• $455k forecast increase in interest from term deposits due mainly to a favourable opening cash position for the year.
• ($1.310M) for disposals of infrastructure assets as part of the renewal programs.
Cash and Investments

The cash position of $93.1M has increased by $17.9M from the 2015/16 ending balance of $75.2M and is comprised of $41.8M net operating cashflows, ($18.4M) net capital outflows and ($5.4M) net financing outflows.

The YTD favourable variance to budget of $33.3M as at May 2017 is mainly due to:

- $17.9M greater opening cash balance than budgeted:
  - $6.8M Favourable capital works underspend including Rollover of 2015/16 capital projects of $5.1M (to be spent in 2016/17)
  - $11.1M Favourable cash underspend for operating activities including $0.8M transferred to the Infrastructure Reserve and $2M transferred to the Open Space Reserve
- $2.6M YTD favourable operating cash from operating activities
- $12.8M YTD favourable capital cash flow results.

<table>
<thead>
<tr>
<th>Cash and cash equivalents at the end of the period</th>
<th>30 Jun 2016</th>
<th>31 May 2017</th>
<th>Variance</th>
<th>Budget</th>
<th>Forecast</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unallocated &amp; unrestricted</td>
<td>35,052</td>
<td>56,080</td>
<td>20,750</td>
<td>28,300</td>
<td>20,183</td>
<td>33,300</td>
</tr>
<tr>
<td>Restricted, committed and allocated funds</td>
<td>40,123</td>
<td>36,902</td>
<td>30,080</td>
<td>6,912</td>
<td>25,133</td>
<td>46,648</td>
</tr>
<tr>
<td>Total</td>
<td>75,175</td>
<td>93,072</td>
<td>59,800</td>
<td>33,227</td>
<td>46,316</td>
<td>80,157</td>
</tr>
</tbody>
</table>

Cash & cash equivalents (including investments) consists of:
- Retail banks: 70,000
- Community banks: 82,500
- Cash on hand and at bank: 5,195

Total cash and cash equivalents: 75,175

Statutory Reserves:
- Recreational Land Reserve: 13,299
- Car Parking Reserve: 398

Total Statutory Reserves: 13,697

Funds Subject to Intended Allocation:
- Infrastructure Reserve: 6,824
- Dandy Street Beach Improvement Reserve: 1,244
- Community Facilities Enhancement Reserve: 924
- Early Childhood Educators Reserve: 5,500
- Defined Superannuation Shortfall Reserve: 1,500
- Unspent Conditional Grants Reserve: 934
- Capital Works Carried Forward Reserve: 5,099

Total Funds Subject to Intended Allocation: 22,115

Total Other Reserves: 35,802

Committed Funds:
- Trust Funds and Deposits: 4,321

Total Committed Funds: 4,321

Total Restricted, Committed and Allocated funds: 40,123

Restricted funds include trust funds and reserves.
Victorian Auditor – General’s Office (VAGO) Indicators

<table>
<thead>
<tr>
<th>Indicator</th>
<th>VAGO Target (to maintain low risk)</th>
<th>Forecast Performance</th>
<th>Forecast Achievable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liquidity (Current assets / Current liabilities)</td>
<td>&gt; 150%</td>
<td>377%</td>
<td>Yes</td>
</tr>
<tr>
<td>Self-financing (Net operating cash flow / Underlying revenue)</td>
<td>&gt; 20.0%</td>
<td>32.87%</td>
<td>Yes</td>
</tr>
<tr>
<td>Capital Replacement (Total Capital spend : Depreciation)</td>
<td>&gt; 150%</td>
<td>198.23%</td>
<td>Yes</td>
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<tr>
<td>Indebtedness (Non-current liabilities/Own source revenue)</td>
<td>&lt; 40.0%</td>
<td>1.11%</td>
<td>Yes</td>
</tr>
<tr>
<td>Underlying result (Net surplus/Revenue)</td>
<td>&gt; 0%</td>
<td>21.90%</td>
<td>Yes</td>
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<tr>
<td>Renewal gap (Renewal capital spend:Depreciation)</td>
<td>&gt; 100%</td>
<td>107.58%</td>
<td>Yes</td>
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</tbody>
</table>

**Definitions:**

- **Liquidity** - the ability to pay liabilities within the next 12 months.
- **Self Financing** - the ability to replace assets using cash generated from day to day operations.
- **Capital Replacement** - to ensure sufficient spending on capital renewal and new capital works.
- **Indebtedness** - the ability to repay debt from own source revenue being revenue not tied to specific projects.
- **Underlying result** - sufficient operating income to cover operating expenses.
- **Renewal gap** – to ensure sufficient spending on existing capital assets.

**Local Government Performance Reporting Framework Indicators**

<table>
<thead>
<tr>
<th>LGPRF Performance Indicators</th>
<th>Expected Range</th>
<th>2016/17 Forecast</th>
<th>Within Range?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average residential rate per residential property assessment</td>
<td>$700 to $2,000</td>
<td>$1,880</td>
<td>✔️</td>
</tr>
<tr>
<td>Expenses per property assessment</td>
<td>$2,000 to $5,000</td>
<td>$2,221</td>
<td>✔️</td>
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<tr>
<td>Unrestricted cash compared to current liabilities</td>
<td>10% to 300%</td>
<td>205.5%</td>
<td>✔️</td>
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<tr>
<td>Loans and borrowings compared to rates</td>
<td>0% to 70%</td>
<td>2.5%</td>
<td>✔️</td>
</tr>
<tr>
<td>Loans and borrowings repayments compared to rates</td>
<td>0% to 20%</td>
<td>6.5%</td>
<td>✔️</td>
</tr>
<tr>
<td>Adjusted underlying surplus (or deficit)</td>
<td>-20% to 20%</td>
<td>17.3%</td>
<td>✔️</td>
</tr>
<tr>
<td>Rates compared to adjusted underlying revenue</td>
<td>30% to 80%</td>
<td>71.0%</td>
<td>✔️</td>
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<tr>
<td>Rates compared to property values</td>
<td>0.15% to 0.75%</td>
<td>0.15%</td>
<td>✔️</td>
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</table>
### Capital Results

<table>
<thead>
<tr>
<th></th>
<th>$'000's</th>
<th>16/17 YTD Adjusted Budget</th>
<th>16/17 YTD Actuals</th>
<th>Variance</th>
<th>2016/17 Adjusted Budget</th>
<th>Current Forecast</th>
<th>Forecast Budget Rollover to 2017/18</th>
<th>Variance Including Rollover</th>
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<tbody>
<tr>
<td>Capital Income</td>
<td>3,311</td>
<td>5,407</td>
<td>2,096</td>
<td></td>
<td>8,039</td>
<td>7,630</td>
<td>(409)</td>
<td>2,555</td>
</tr>
<tr>
<td>Capital Expenditure</td>
<td>31,119</td>
<td>19,717</td>
<td>11,402</td>
<td></td>
<td>46,426</td>
<td>30,864</td>
<td>15,562</td>
<td>14,986</td>
</tr>
<tr>
<td>Grand Total</td>
<td>27,808</td>
<td>14,310</td>
<td>13,498</td>
<td></td>
<td>38,387</td>
<td>23,234</td>
<td>15,154</td>
<td>12,431</td>
</tr>
</tbody>
</table>

The 2016/17 Adjusted Budget for capital expenditure of $46,426M reported above has increased by $2.9M from the Adopted Budget of $43,566M. The adjusted budget includes the confirmed rollover of projects worth $7.1M from 2015/16.

### Capital Programs Status

- **Capital Forecast Revenue unfavourable ($409k)**
  - $1.5M increase in the Resort & Recreation Levy based on YTD actual results.
  - $550k Elsternwick Park No 1 Oval Precinct funding from the State Government to be received in advance in 2016/17 rather than 2017/18.
  - $214k Synthetic Green & Lighting-Brighton Beach Bowls Club unbudgeted income for works in 16/17.
  - $100k Foreshore Risk Management Emergent Renewals unbudgeted grant income received in 16/17.
  - ($460k) Dendy Street Masterplan Implementation construction to commence in 17/18, grant funding to be received in 17/18.
  - ($100k) Cheltenham Recreation Reserve Pavilion CSIF funding unsuccessful.
  - ($2.055M) Banksia Reserve Beaumaris Pavilion Redevelopment capital grants and club contribution to be received on completion of the project in 17/18.

### Capital Forecast Expenditure favourable $15.562M

The forecast for capital expenditure to 30 June 2017 is favourable $15.6M and indicates that 66.5% of the capital expenditure budget will be spent by June 2017.
Three significant projects have impacted on the expenditure. These projects have been delayed or are unable to start the construction phase due to delays in the approvals process. The under expenditure in these projects amounts to 22.6% of the overall capital expenditure budget:

- **Elsternwick Park No 1 Oval Precinct**: $3.28M, 7.1%  
  Construction not commenced. Construction contract to be awarded at the June 2017 Council meeting. Project delayed to resolve the project scope and seek additional funding contributions as the original scope proposed by the stakeholders and State government significantly exceeded the project budget.

- **Dendy Street Beach Masterplan implementation**: $4.6M, 9.7%  
  Construction not commenced as a planning permit has not been granted. Council issued a Notice of Decision to grant a planning permit in December 2016 and this has been appealed. The Victorian Civil and Administrative Tribunal have scheduled a hearing in November 2017.

- **Banksia Reserve Beaumaris Pavilion redevelopment**: $2.7M, 5.8%  
  Construction commenced in November 2016 after Council awarded the construction contract in August 2016. This was delayed while Council waited for the Beaumaris Sports Club to confirm its funding contribution.

| Total for three projects | $10.48M | 22.6% |

Excluding the three projects above, capital works expenditure on projects able to be delivered will achieve 89% of budget.

The forecast indicates that $15M of capital expenditure will be required to be carried forward to 2017/18 due to the following projects:

- $3.28M construction for Elsternwick Park No 1 Oval Precinct to be completed in 17/18.
- $4.5M construction for Dendy Street Beach Masterplan Implementation, construction works likely to commence in 17/18.
- $2.7M Banksia Reserve Beaumaris Pavilion Redevelopment to be completed in 17/18.
- $1.63M Sandringham Village Activity Centre Streetscaping to be completed in 17/18.
- $868k Shared Path Stability Works Beach Road to be completed in 17/18.
- $585k North Road Drain Brighton to be completed in 17/18.
- $600k Durant St Drainage, Pavement and Tree Improvement to be completed in 17/18.
- $500k Cheltenham Recreation Reserve Pavilion to be completed in 17/18.
- $350k Tulip Street Basketball Stadium to be completed in 18/19.
- $105k minor IT projects to be completed in 17/18 including the Greater Melbourne LiDAR (Light Detection And Ranging) Project.
- $70k Martin Street Activity Centre Streetscaping to be completed in 17/18.

Including the impact of projects carried forward to 2017/18 the capital expenditure forecast to be favourable $576k.
### Detailed Schedules

#### 1. Income Statement

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rates and Charges</td>
<td>78,171</td>
<td>78,464</td>
<td>293</td>
<td>85,286</td>
<td>85,600</td>
<td>314</td>
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<td>Statutory Fees and Fines</td>
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<td>5,532</td>
<td>1,541</td>
<td>4,359</td>
<td>6,121</td>
<td>1,733</td>
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<td>User Fees</td>
<td>7,477</td>
<td>7,805</td>
<td>329</td>
<td>7,996</td>
<td>8,300</td>
<td>304</td>
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<td>Rental Income</td>
<td>3,973</td>
<td>4,037</td>
<td>65</td>
<td>4,054</td>
<td>4,070</td>
<td>16</td>
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<td>Grants - Operating</td>
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<td>10,146</td>
<td>180</td>
<td>10,209</td>
<td>11,827</td>
<td>1,618</td>
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<td>Grants - Capital</td>
<td>1,479</td>
<td>2,153</td>
<td>674</td>
<td>3,659</td>
<td>3,899</td>
<td>240</td>
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<tr>
<td>Contributions - Cash - Operating</td>
<td>35</td>
<td>65</td>
<td>30</td>
<td>124</td>
<td>117</td>
<td>(7)</td>
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<tr>
<td>Contributions - Cash - Capital</td>
<td>1,833</td>
<td>3,242</td>
<td>1,409</td>
<td>4,380</td>
<td>3,719</td>
<td>(661)</td>
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<tr>
<td>Interest Income</td>
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<td>853</td>
<td>1,775</td>
<td>2,395</td>
<td>620</td>
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<td>Other Income</td>
<td>1,490</td>
<td>1,204</td>
<td>(286)</td>
<td>1,608</td>
<td>1,276</td>
<td>(332)</td>
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<td>Net Profit/(Loss) on Disposal of assets</td>
<td>-</td>
<td>(1,299)</td>
<td>(1,299)</td>
<td>-</td>
<td>(1,310)</td>
<td>(1,310)</td>
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<tr>
<td><strong>Total Income</strong></td>
<td>110,047</td>
<td>113,836</td>
<td>3,789</td>
<td>123,479</td>
<td>126,013</td>
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</table>

#### Expenditure

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Employee Costs</td>
<td>36,942</td>
<td>36,151</td>
<td>791</td>
<td>40,192</td>
<td>39,698</td>
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<tr>
<td>Materials and Services</td>
<td>39,571</td>
<td>36,734</td>
<td>2,837</td>
<td>43,499</td>
<td>42,133</td>
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<tr>
<td>Bad and Doubtful Debts</td>
<td>-</td>
<td>27</td>
<td>(27)</td>
<td>172</td>
<td>172</td>
<td>-</td>
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<td>Depreciation and Amortisation</td>
<td>15,091</td>
<td>13,862</td>
<td>1,229</td>
<td>16,470</td>
<td>15,570</td>
<td>900</td>
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<td>Other Expenses</td>
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<td>331</td>
<td>29</td>
<td>426</td>
<td>411</td>
<td>15</td>
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<td>Finance Costs</td>
<td>404</td>
<td>420</td>
<td>(16)</td>
<td>441</td>
<td>434</td>
<td>6</td>
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<td><strong>Total Expenditure</strong></td>
<td>92,368</td>
<td>87,525</td>
<td>4,843</td>
<td>101,200</td>
<td>98,417</td>
<td>2,783</td>
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</table>

#### Operating Result - Surplus

<table>
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<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Result - Surplus</td>
<td>17,679</td>
<td>26,311</td>
<td>8,632</td>
<td>22,279</td>
<td>27,596</td>
<td>5,318</td>
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</table>
2. Statement of Capital Works

<table>
<thead>
<tr>
<th>CAPITAL in $’000’s</th>
<th>Adjusted Budget</th>
<th>YTD Actual</th>
<th>Budget Actual Variance</th>
<th>2016/17 Adjusted Budget</th>
<th>Current Forecast</th>
<th>Forecast variance</th>
<th>2016/17 Carry Forward Balance to 2017/18</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>fav./ unfav.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property Expenditure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buildings</td>
<td>9,120</td>
<td>5,005</td>
<td>4,115</td>
<td>17,911</td>
<td>9,937</td>
<td>7,974</td>
<td>8,050</td>
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<td>Building Improvements</td>
<td>1,446</td>
<td>837</td>
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<td>1,750</td>
<td>1,395</td>
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<tr>
<td>Heritage Buildings</td>
<td>28</td>
<td>4</td>
<td>24</td>
<td>72</td>
<td>34</td>
<td>39</td>
<td></td>
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<tr>
<td>Plant &amp; Equipment Expenditure</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Plant, Machinery &amp; Equipment</td>
<td>-</td>
<td>5</td>
<td>(5)</td>
<td>-</td>
<td>5</td>
<td>(5)</td>
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<tr>
<td>Fixtures, Fittings and Furniture</td>
<td>215</td>
<td>354</td>
<td>(139)</td>
<td>222</td>
<td>498</td>
<td>(275)</td>
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<tr>
<td>Arts and Culture</td>
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<td>1</td>
<td>59</td>
<td>110</td>
<td>125</td>
<td>(15)</td>
<td></td>
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<tr>
<td>IT Systems, Network, Servers and Communication</td>
<td>1,374</td>
<td>782</td>
<td>592</td>
<td>1,669</td>
<td>1,441</td>
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<td>Library Assets</td>
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<td>327</td>
<td>58</td>
<td>420</td>
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<tr>
<td>Infrastructure Expenditure</td>
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<td>Foreshore and Conservation</td>
<td>705</td>
<td>253</td>
<td>443</td>
<td>894</td>
<td>617</td>
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<td>Parks and Recreation</td>
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<td>1,886</td>
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<td>7,150</td>
<td>5,069</td>
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<td>Off-Street Car Parks</td>
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<td>188</td>
<td>162</td>
<td>431</td>
<td>258</td>
<td>173</td>
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<td>Drainage Infrastructure</td>
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<td>681</td>
<td>1,804</td>
<td>3,114</td>
<td>2,665</td>
<td>1,049</td>
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<td>Road Infrastructure</td>
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<td>7,814</td>
<td>6,919</td>
<td>694</td>
<td>658</td>
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<tr>
<td>Total Expense</td>
<td>31,119</td>
<td>19,717</td>
<td>11,403</td>
<td>46,426</td>
<td>30,864</td>
<td>15,562</td>
<td>14,986</td>
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<tr>
<td>Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Grants - Capital</td>
<td>(1,479)</td>
<td>(2,153)</td>
<td>674</td>
<td>(3,659)</td>
<td>(3,859)</td>
<td>240</td>
<td>(775)</td>
</tr>
<tr>
<td>Other Income</td>
<td>-</td>
<td>(12)</td>
<td>-</td>
<td>(12)</td>
<td>-</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Contributions - Cash- Capital</td>
<td>(1,833)</td>
<td>(3,242)</td>
<td>1,409</td>
<td>(4,380)</td>
<td>(3,719)</td>
<td>(661)</td>
<td>(1,780)</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>(3,311)</td>
<td>(5,467)</td>
<td>2,095</td>
<td>(8,039)</td>
<td>(7,630)</td>
<td>(410)</td>
<td>(2,555)</td>
</tr>
<tr>
<td>Total</td>
<td>27,808</td>
<td>14,311</td>
<td>13,498</td>
<td>38,387</td>
<td>23,234</td>
<td>15,154</td>
<td>12,431</td>
</tr>
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</table>
### 3. Statement of Cash Flows

<table>
<thead>
<tr>
<th>Cashflow Statement - period ended 31 May 2017</th>
<th>30 Jun 16</th>
<th>31 May 17</th>
<th>Variance</th>
<th>Budget</th>
<th>Forecast</th>
<th>Variance</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Actual $'000</td>
<td>Actual $'000</td>
<td>Budget $'000</td>
<td>Inflows (Outflows)</td>
<td>Inflows (Outflows)</td>
<td>Inflows (Outflows)</td>
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<td><strong>Cash flows from operating activities</strong></td>
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<tr>
<td>Receipts</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rates and charges</td>
<td>82,002</td>
<td>82,577</td>
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<td>955</td>
<td>85,206</td>
<td>85,005</td>
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<td>Statutory fees and fines</td>
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<td>5,379</td>
<td>4,138</td>
<td>1,241</td>
<td>4,491</td>
<td>6,357</td>
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<td>User charges</td>
<td>7,561</td>
<td>8,055</td>
<td>9,000</td>
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<td>8,316</td>
<td>8,699</td>
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<td>Rental income</td>
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<td>4,037</td>
<td>4,369</td>
<td>(332)</td>
<td>4,463</td>
<td>4,397</td>
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<td>Contributions - monetary</td>
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<td>3,874</td>
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<td>10,201</td>
<td>9</td>
<td>10,296</td>
<td>11,614</td>
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<td>1,301</td>
<td>113</td>
<td>1,188</td>
<td>123</td>
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<td>Other receipts</td>
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<td>1,713</td>
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<td>Employee costs</td>
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<td>(35,857)</td>
<td>(38,324)</td>
<td>467</td>
<td>(39,846)</td>
<td>(39,038)</td>
</tr>
<tr>
<td>Payments to suppliers</td>
<td>(45,820)</td>
<td>(47,963)</td>
<td>(46,849)</td>
<td>(714)</td>
<td>(51,596)</td>
<td>(53,248)</td>
</tr>
<tr>
<td><strong>Net cash provided (used in) operating activities</strong></td>
<td><strong>43,276</strong></td>
<td><strong>41,743</strong></td>
<td><strong>39,138</strong></td>
<td><strong>2,605</strong></td>
<td><strong>40,076</strong></td>
<td><strong>41,423</strong></td>
</tr>
<tr>
<td><strong>Cash flows from investing activities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payments for property, infrastructure, plant &amp; equipment</td>
<td>(23,343)</td>
<td>(18,411)</td>
<td>(31,148)</td>
<td>12,737</td>
<td>(46,426)</td>
<td>(30,954)</td>
</tr>
<tr>
<td>Proceeds from sale property, infrastructure, plant &amp; equipment</td>
<td>3,425</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Proceeds from term deposit investments</td>
<td>(17,000)</td>
<td>(12,500)</td>
<td>(3,000)</td>
<td>(9,500)</td>
<td>12,000</td>
<td>(6,000)</td>
</tr>
<tr>
<td><strong>Net cash used in investing activities</strong></td>
<td>(36,918)</td>
<td>(30,911)</td>
<td>(34,148)</td>
<td>3,237</td>
<td>(34,426)</td>
<td>(36,964)</td>
</tr>
<tr>
<td><strong>Cash flows from financing activities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finance costs</td>
<td>(735)</td>
<td>(350)</td>
<td>(391)</td>
<td>41</td>
<td>(425)</td>
<td>(399)</td>
</tr>
<tr>
<td>Proceeds from borrowings</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Repayment of borrowings</td>
<td>(4,184)</td>
<td>(5,055)</td>
<td>(5,080)</td>
<td>(15)</td>
<td>(5,100)</td>
<td>(5,188)</td>
</tr>
<tr>
<td><strong>Net cash used in financing activities</strong></td>
<td>(4,919)</td>
<td>(5,445)</td>
<td>(5,471)</td>
<td>25</td>
<td>(5,515)</td>
<td>(5,587)</td>
</tr>
<tr>
<td><strong>Net increase (decrease) in cash and cash equivalents</strong></td>
<td>1,439</td>
<td>5,387</td>
<td>(481)</td>
<td>5,668</td>
<td>36</td>
<td>(1,028)</td>
</tr>
<tr>
<td>Cash and cash equivalents at the beginning of the period</td>
<td>3,746</td>
<td>5,185</td>
<td>3,281</td>
<td>1,904</td>
<td>3,281</td>
<td>5,185</td>
</tr>
<tr>
<td>Cash and cash equivalents at the end of the period</td>
<td>5,185</td>
<td>10,572</td>
<td>2,800</td>
<td>7,772</td>
<td>3,316</td>
<td>4,157</td>
</tr>
<tr>
<td><strong>Term Deposits</strong></td>
<td>70,000</td>
<td>82,500</td>
<td>57,000</td>
<td>25,500</td>
<td>42,000</td>
<td>76,000</td>
</tr>
<tr>
<td><strong>Total cash and cash equivalents at the end of the period</strong></td>
<td>75,185</td>
<td>93,072</td>
<td>59,800</td>
<td>33,272</td>
<td>45,316</td>
<td>80,157</td>
</tr>
<tr>
<td>Unallocated and unrestricted</td>
<td>35,002</td>
<td>56,080</td>
<td>29,720</td>
<td>26,300</td>
<td>20,163</td>
<td>33,909</td>
</tr>
<tr>
<td>Restricted, committed and allocated funds</td>
<td>40,123</td>
<td>36,992</td>
<td>30,080</td>
<td>6,912</td>
<td>25,133</td>
<td>46,648</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>75,185</td>
<td>93,072</td>
<td>59,800</td>
<td>33,272</td>
<td>45,316</td>
<td>80,157</td>
</tr>
<tr>
<td><strong>34,841</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## 4. Balance Sheet

### Balance Sheet as at 31 May 2017

<table>
<thead>
<tr>
<th></th>
<th>30. Jun. 16</th>
<th>31. May. 17</th>
<th>Variance</th>
<th>Budget</th>
<th>Forecast</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual $’000</td>
<td>Actual $’000</td>
<td>Budget $’000</td>
<td>Variance $’000</td>
<td>Budget $’000</td>
<td>Forecast $’000</td>
</tr>
<tr>
<td><strong>Current assets</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash and cash equivalents</td>
<td>5,185</td>
<td>10,572</td>
<td>2,800</td>
<td>7,772</td>
<td>3,316</td>
<td>4,157</td>
</tr>
<tr>
<td>Trade and other receivables</td>
<td>6,070</td>
<td>7,742</td>
<td>8,377</td>
<td>(635)</td>
<td>6,482</td>
<td>6,804</td>
</tr>
<tr>
<td>Other financial assets</td>
<td>70,000</td>
<td>82,500</td>
<td>57,000</td>
<td>25,500</td>
<td>42,000</td>
<td>76,000</td>
</tr>
<tr>
<td>Inventories</td>
<td>76</td>
<td>76</td>
<td>127</td>
<td>(51)</td>
<td>130</td>
<td>77</td>
</tr>
<tr>
<td>Non current assets classified as held for sale</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other assets</td>
<td>768</td>
<td>364</td>
<td>1,354</td>
<td>(990)</td>
<td>1,476</td>
<td>1,396</td>
</tr>
<tr>
<td><strong>Total current assets</strong></td>
<td>82,099</td>
<td>101,254</td>
<td>69,658</td>
<td>31,596</td>
<td>53,404</td>
<td>88,434</td>
</tr>
<tr>
<td><strong>Non-current assets</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trade and other receivables</td>
<td>154</td>
<td>154</td>
<td>170</td>
<td>(16)</td>
<td>170</td>
<td>132</td>
</tr>
<tr>
<td>Property, infrastructure, plant and equipment</td>
<td>2,890,429</td>
<td>2,894,980</td>
<td>2,593,197</td>
<td>301,783</td>
<td>2,607,094</td>
<td>2,905,722</td>
</tr>
<tr>
<td>Financial assets</td>
<td>230</td>
<td>230</td>
<td>230</td>
<td>-</td>
<td>230</td>
<td>230</td>
</tr>
<tr>
<td>Other assets</td>
<td>55</td>
<td>55</td>
<td>69</td>
<td>(14)</td>
<td>69</td>
<td>69</td>
</tr>
<tr>
<td><strong>Total non-current assets</strong></td>
<td>2,890,888</td>
<td>2,895,419</td>
<td>2,593,666</td>
<td>301,753</td>
<td>2,607,563</td>
<td>2,906,153</td>
</tr>
<tr>
<td><strong>Total assets</strong></td>
<td>2,972,967</td>
<td>2,996,673</td>
<td>2,663,324</td>
<td>333,349</td>
<td>2,660,967</td>
<td>2,994,587</td>
</tr>
<tr>
<td><strong>Current liabilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trade and other payables</td>
<td>9,699</td>
<td>5,776</td>
<td>6,363</td>
<td>597</td>
<td>7,520</td>
<td>9,017</td>
</tr>
<tr>
<td>Trust funds and deposits</td>
<td>4,321</td>
<td>3,878</td>
<td>3,750</td>
<td>(128)</td>
<td>3,760</td>
<td>4,441</td>
</tr>
<tr>
<td>Provisions</td>
<td>7,785</td>
<td>8,093</td>
<td>8,630</td>
<td>537</td>
<td>8,697</td>
<td>8,259</td>
</tr>
<tr>
<td>Interest bearing loans and borrowings</td>
<td>5,193</td>
<td>98</td>
<td>110</td>
<td>12</td>
<td>2,132</td>
<td>2,131</td>
</tr>
<tr>
<td>Income in Advance</td>
<td>514</td>
<td>7,064</td>
<td>7,711</td>
<td>647</td>
<td>-</td>
<td>611</td>
</tr>
<tr>
<td><strong>Total current liabilities</strong></td>
<td>27,512</td>
<td>24,909</td>
<td>26,564</td>
<td>1,655</td>
<td>22,109</td>
<td>23,459</td>
</tr>
<tr>
<td><strong>Non-current liabilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provisions</td>
<td>983</td>
<td>981</td>
<td>1,304</td>
<td>323</td>
<td>1,322</td>
<td>1,184</td>
</tr>
<tr>
<td>Interest bearing loans and borrowings</td>
<td>2,126</td>
<td>2,126</td>
<td>2,132</td>
<td>6</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total non-current liabilities</strong></td>
<td>3,109</td>
<td>3,107</td>
<td>3,436</td>
<td>329</td>
<td>1,322</td>
<td>1,184</td>
</tr>
<tr>
<td><strong>Total liabilities</strong></td>
<td>30,621</td>
<td>28,016</td>
<td>30,000</td>
<td>1,984</td>
<td>23,431</td>
<td>24,643</td>
</tr>
<tr>
<td><strong>Net assets</strong></td>
<td>2,942,346</td>
<td>2,968,657</td>
<td>2,633,324</td>
<td>335,333</td>
<td>2,637,536</td>
<td>2,969,944</td>
</tr>
<tr>
<td><strong>Equity</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accumulated surplus</td>
<td>828,466</td>
<td>857,466</td>
<td>849,510</td>
<td>7,956</td>
<td>858,678</td>
<td>849,459</td>
</tr>
<tr>
<td>Asset revaluation reserve</td>
<td>2,078,078</td>
<td>2,078,079</td>
<td>1,757,485</td>
<td>320,594</td>
<td>1,757,485</td>
<td>2,078,078</td>
</tr>
<tr>
<td>Other reserves</td>
<td>35,802</td>
<td>33,112</td>
<td>26,329</td>
<td>6,783</td>
<td>21,373</td>
<td>42,407</td>
</tr>
<tr>
<td><strong>Total equity</strong></td>
<td>2,942,346</td>
<td>2,968,657</td>
<td>2,633,324</td>
<td>335,333</td>
<td>2,637,536</td>
<td>2,969,944</td>
</tr>
</tbody>
</table>
10.13 COUNCIL ACTION AWAITING REPORT

Corporate Services - Governance
File No: PSF/17/68 – Doc No: DOC/17/150647

Executive summary

Purpose and background
This report presents to Council a schedule of actions pending for the period to 23 May 2017.

Key issues
This report contains resolutions of Council that require a further report to Council.

Recommendation
That Council notes the Council Action Awaiting Report.

Support Attachments
<table>
<thead>
<tr>
<th>DATE OF MEETING</th>
<th>COUNCIL RESOLUTION</th>
<th>DIVISION</th>
<th>COMMENTS/STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>19.08.14</td>
<td>Planning Scheme Amendment C116: Mandatory height controls in Hampton Street Activity Centre &amp; Willis Street Urban Design Framework 3. receives a further report at the conclusion of the exhibition process for both Amendments to consider submissions and legal representation requirements.</td>
<td>DCPGS</td>
<td>Officers are currently in the process of seeking authorisation for Amendment C130. It is Council's confirmed intention to run amendment C116 and C130 for Hampton in parallel. Amendment C116 has been put on hold pending outcome of Amendments C113-C115.</td>
</tr>
<tr>
<td>25.11.14</td>
<td>Home and Community Care (HACC) Service Review 8. receives further reports as information becomes available on the arrangements to be put in place in subsequent years, in order to consider Council's future role and contribution to meeting the needs of its community for home support services;</td>
<td>DCPGS</td>
<td>Report to proceed to the June 2018 Council Meeting.</td>
</tr>
<tr>
<td>25.08.15</td>
<td>Hampton Willis Street Precinct – Traffic Management and Scout Hall Site 4. receives a further separate report no earlier than the November Ordinary Meeting of Council regarding the future use or sale of 6A Willis Street Hampton;</td>
<td>DCorp</td>
<td>A report was presented outlining the options for 6A Willis Street. Consideration was deferred to a future time pending the outcome of traffic management in the precinct. A report will be provided to the new Council on the future of the site including use as carpark, open space or sale.</td>
</tr>
<tr>
<td>22.09.15</td>
<td>Strategic Service Review – Family &amp; Children's Services 8. develops a ten year improvement plan for kindergartens; 12. considers the statement of purpose principles identified in the Family and Children's Services review as part of the development of the next Early Years Action Plan due in 2017</td>
<td>DCPGS</td>
<td>Interim Report was presented to 23 August 2015 Council meeting. Resolution stated that ten year improvement plan is to be presented to April 2017 Council meeting. To be undertaken when Early Years Action Plan is developed as part of the Wellbeing for all Ages Abilities Plan in 2017.</td>
</tr>
<tr>
<td>27.10.15</td>
<td>Request to purchase land 3 Hansen Street  That Council indicates its intention to sell a portion of the land adjacent to number 3 Hansen Street to the owner of the abutting land and refers the matter to the Director of Corporate Services to negotiate a suitable sale price and conditions and Council to further consider the matter at a future meeting.</td>
<td>DCorp</td>
<td>Owner has been advised survey plans need to be finalised to allow Council to provide a sworn valuation. Further work is pending upon the acceptance of these costs as per the Discontinuance and Sale of Land procedures. The owner has yet to accept the costs so surveying and valuation is yet to occur.</td>
</tr>
<tr>
<td>Date</td>
<td>Item</td>
<td>Description</td>
<td>Author</td>
</tr>
<tr>
<td>--------</td>
<td>------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------</td>
</tr>
</tbody>
</table>
| 24/05/16 | 10.2 | **Sandringham Village Streetscape Masterplan**  
3. In the event that the bus route changes in Bay Road, Beach Road, Melrose Street and Station Street do not proceed and the Village Square feature not be achievable, a revised Master Plan without the Village Square concept will be presented to a future Council meeting for adoption. | DCPCS  | In the event that the bus route changes in Bay Road, Beach Road, Melrose Street and Station Street and does not proceed and the Village Square feature not be achievable, a revised Master Plan without the Village Square concept will be presented at a future Council meeting for adoption. |
| 24/05/16 | 10.6 | **Environmental Sustainability Framework 2016-2025**  
That Council:  
1. receives a report annually on the progress and updates to the Environmental Sustainability Framework Action Plan. | DERI   | An annual update report will be provided to the July 2017 Council meeting.                                                                                                                                   |
| 24/05/16 | 10.7 | **Children's Sensory Garden Investigation**  
That Council:  
1. notes the typical elements of a suburban sensory garden;  
2. proposes the CSIRO site is the preferred location for the establishment of a sensory garden in Bayside;  
3. seeks community feedback regarding the concept of establishing a sensory garden in Bayside to inform future decisions on this matter; and  
4. receives a further report detailing the financial implications associated with the establishment of a sensory garden. | DERI   | A further report will be provided to a future Council meeting.                                                                                                                                           |
| 21/06/16 | 10.3 | **Bayside Public Transport Advocacy Statement**  
That Council:  
2. receives further updates of the Bayside Public Transport Advocacy Statement as part of the annual Integrated Transport Strategy (ITS) update report required as part of Council's resolution for adopting the ITS to seek the endorsement of any new advocacy issues and positions that are evolved. | DERI   | Further updates on the Bayside Public Transport Advocacy Statement will be provided to Council for adoption for any new advocacy issues when they arise. |
<table>
<thead>
<tr>
<th>Date</th>
<th>Item</th>
<th>Description</th>
<th>Responsible Officer</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>21/06/16</td>
<td>10.11</td>
<td><strong>Brighton Secondary College Synthetic Hockey Facility Management Committee Financial Update</strong>&lt;br&gt;That Council receives a further report no later than July 2017 from the Management Committee summarising activities, including the financial position of the Brighton Secondary College Synthetic Hockey Facility Management Committee.</td>
<td>DERI</td>
<td>A report will be presented to the July 2017 Council meeting.</td>
</tr>
<tr>
<td>16/08/16</td>
<td>10.5</td>
<td><strong>Bayside Integrated Transport Strategy Implementation Progress 2015/16</strong>&lt;br&gt;That Council:&lt;br&gt;2. receives a further report on the implementation of the Bayside Integrated Transport Strategy and the supporting suite of transport strategies and plans at the conclusion of the 2016/17 financial year.</td>
<td>DERI</td>
<td>A report will be presented to the August 2017 Council meeting.</td>
</tr>
<tr>
<td>13/09/16</td>
<td>10.2</td>
<td><strong>Acquisitive Art Prize</strong>&lt;br&gt;That Council resolves to review the Acquisitive Art Prize governance, process and criteria for 2018 and beyond in November 2017.</td>
<td>DCPCS</td>
<td>A report will be presented to Council in November 2017.</td>
</tr>
<tr>
<td>20/12/16</td>
<td>10.2</td>
<td><strong>Future Provision of Netball and Athletics Facilities in Bayside</strong>&lt;br&gt;That Council:&lt;br&gt;5. Presents a report to the August 2017 Ordinary meeting of Council outlining the findings of the netball site assessment and facility planning activities;&lt;br&gt;7. Presents a report to the September 2017 Ordinary meeting of Council outlining the findings of the Athletics Needs Assessment and recommend next steps for Council to support athletics in Bayside.</td>
<td>DERI</td>
<td>A report will be presented to the August 2017 Council meeting.</td>
</tr>
</tbody>
</table>

A report will be presented to the September 2017 Council meeting.
<table>
<thead>
<tr>
<th>Date</th>
<th>Item</th>
<th>Description</th>
<th>Responsible Officer</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>28/02/17</td>
<td>10.4</td>
<td><strong>Potential Land Purchase</strong>&lt;br&gt;1. authorises the Chief Executive Officer to seek to negotiate the purchase of approximately 0.35 hectare of land at the CSIRO site in Highett for the potential future development of a library and community facilities; and&lt;br&gt;2. receives a further report on the outcomes of these negotiations</td>
<td>DCorp</td>
<td>A further report will be submitted to Council following the negotiations.</td>
</tr>
<tr>
<td>28/02/17</td>
<td>10.7</td>
<td><strong>Bay Trail Shared Path Public Safety Risks and Outstanding Audit Actions</strong>&lt;br&gt;That Council receives a further report following the completion of the community consultation and the phased approach for the implementation of the program.</td>
<td>DERI</td>
<td>A report will be submitted to Council following the community consultation.</td>
</tr>
<tr>
<td>27/04/17</td>
<td>10.6</td>
<td><strong>10 Year Kindergarten Improvement Plan – Expanded Scope</strong>&lt;br&gt;That Council received a ten year Early Year’s Infrastructure Plan at the 21 November Council Meeting.</td>
<td>DCPCS</td>
<td>Report to be presented to the November Council Meeting.</td>
</tr>
<tr>
<td>27/04/17</td>
<td>10.7</td>
<td><strong>Statutory Planning Service Update – April 2017</strong>&lt;br&gt;That Council receives a further report at the November 2017 Council Meeting providing:&lt;br&gt;a) a review of the Final Bayside 2017 LGPRF result with comparable Inner Metro Melbourne Councils;&lt;br&gt;b) details of the service improvements between April 2017 and September 2017 towards the Year 1 target; and&lt;br&gt;c) a summary of continuous improvement activities that are planned for the remainder of the 2017/18 financial year.</td>
<td>DCPCS</td>
<td>Report to be presented to the November Council Meeting.</td>
</tr>
<tr>
<td>27/04/17</td>
<td>10.13</td>
<td><strong>Additional Planning and Amenity Committee Meetings</strong>&lt;br&gt;That Council receives a report at the November 2017 meeting cycle to consider options for clarifying and improving the Council Delegations which govern which statutory planning applications must be heard by the Planning and Amenity Committee.</td>
<td>DCS</td>
<td>Report to be presented to the November Council Meeting.</td>
</tr>
<tr>
<td>Date</td>
<td>Item No.</td>
<td>Description</td>
<td>Responsible Officer</td>
<td>Notes</td>
</tr>
<tr>
<td>-------</td>
<td>----------</td>
<td>------------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>-----------------------------------------------------</td>
</tr>
<tr>
<td>23/5/17</td>
<td>10.2</td>
<td><strong>Planning Scheme Amendment C126 – Implementation of the Bayside Small Activity Centre Strategy 2014</strong>&lt;br&gt;That Council:&lt;br&gt;2. Defer consideration of the submissions to Amendment C126 until its 19 September 2017 Ordinary Meeting.</td>
<td>DCPCS</td>
<td>Report to be presented to the September 2017 meeting.</td>
</tr>
<tr>
<td>27/6/17</td>
<td>7.2</td>
<td><strong>Petition: Reclaim the historic name ‘Pennydale’ for neighbourhood bounded by Bay Road, Frankston railway line, Park Road and the residential zone on both sides of Jack Road.</strong>&lt;br&gt;That the petition be received and a report be submitted to the July Ordinary Meeting of Council for consideration.</td>
<td>DCorp</td>
<td>Report presented to the July 2017 meeting.</td>
</tr>
<tr>
<td>27/6/17</td>
<td>12.2</td>
<td><strong>Flammable Cladding to Buildings</strong>&lt;br&gt;That Council:&lt;br&gt;1. write to the Minister for Planning and the Victorian Building Authority urging them to urgently undertake fire safety checks on high-rise buildings across Victoria to investigate whether they contain flammable cladding, similar to the kind thought to have been used in the tragic London Grenfell tower fire and the Lacrosse Building in Docklands.&lt;br&gt;2. Council Officers to report back to Council no later than August 2017 regarding fire safety checks.</td>
<td>DCPCS</td>
<td>Report to be presented to the August 2017 meeting.</td>
</tr>
<tr>
<td>27/6/17</td>
<td>13.1</td>
<td><strong>Notice of Motion - 265 - Plastic Bags</strong>&lt;br&gt;That Council, having regard for the recent Association of Bayside Municipalities decision to develop a position statement supporting a ban on free single-use plastic bags, receives a report at the July 2017 Council meeting outlining options for developing advocacy strategies to the State Government seeking support for a ban on free single-use plastic bags, both acting alone and in cooperation with other organisations and groups.</td>
<td>DERI</td>
<td>Report presented to the July 2017 meeting.</td>
</tr>
</tbody>
</table>
11. Reports by Delegates

1. Association of Bayside Municipalities – Cr Evans
2. MAV Environment Committee – Director Environment, Recreation & Infrastructure
3. Metropolitan Transport Forum – Cr Martin
4. Municipal Association of Victoria – The Mayor Cr del Porto
5. Inner South Metropolitan Mayors’ Forum – The Mayor Cr del Porto
6. Metropolitan Local Government Waste Forum – Cr Heffernen

12. Urgent Business

13. Notices of Motion

Nil