



Ordinary Meeting of the Council

AGENDA

Date:	Tuesday, 24 July 2018
Time:	7:00pm
Location:	Council Chamber, Civic Centre 699 Doncaster Road, Doncaster

This meeting is convened to transact the business listed below

Warwick Winn
Chief Executive Officer

This meeting will be livestreamed. Members of the public who address Council will be heard on the live audio stream, and audio of them speaking will be recorded. All reasonable efforts will be made to avoid capturing live or recorded video footage of public attendees however there might be incidental capture.

COUNCIL MEETING SEATING PLAN

**ACTING DIRECTOR
COMMUNITY
PROGRAMS**

Lee Robson

**DIRECTOR SHARED
SERVICES**

Philip Lee

**MANAGER
COMMUNICATIONS &
MARKETING**

Juanita Haisman

Warwick Winn

Chief Executive Officer

Cr Andrew Conlon

Mayor

Mullum Mullum Ward

Cr Sophy Galbally

Mullum Mullum Ward

Cr Michelle Kleinert

Deputy Mayor

Heide Ward

Cr Paula Piccinini

Heide Ward

Cr Mike Zafiropoulos AM

Koonung Ward

Cr Paul McLeish

Mullum Mullum Ward

Cr Anna Chen

Koonung Ward

Cr Dot Haynes

Koonung Ward

Cr Geoff Gough

Heide Ward

**EXECUTIVE
MANAGER PEOPLE &
GOVERNANCE**

Jill Colson

**DIRECTOR CITY
PLANNING**

Angelo Kourambas

**DIRECTOR ASSETS &
ENGINEERING**

Leigh Harrison

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**1 OPENING PRAYER AND STATEMENTS OF
ACKNOWLEDGEMENT**

2 APOLOGIES AND REQUESTS FOR LEAVE OF ABSENCE

3 PRIOR NOTIFICATION OF CONFLICT OF INTEREST

4 CONFIRMATION OF MINUTES

Confirmation of the Minutes of the Ordinary Meeting of Council held on 26 June 2018.

5 PRESENTATIONS

6 PETITIONS

7 PUBLIC QUESTION TIME

8 ADMISSION OF URGENT BUSINESS

9 PLANNING PERMIT APPLICATIONS

There are no Planning Permit Applications.

10 CITY PLANNING

10.1 Implementation of the Domeney Reserve Management Plan

File Number:	IN18/307
Responsible Director:	Director City Planning
Attachments:	<ol style="list-style-type: none">1 Domeney Recreation Centre - Concept Plan Endorsed October 2017 ↓ 2 Domeney Recreation - Sports Clubs' Proposed Alternative Design ↓ 

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on the implementation of the Domeney Reserve Management Plan (the Plan).

The Plan was endorsed on 31 October 2017, with inclusion of the concept plan for the Domeney Recreation Centre, in line with Council's capital works allocation for 2017/18 and 2018-19 (Attachment 1), being identified in the Implementation Plan as a high priority.

In December 2017, Council officers commenced the establishment of a Working Group comprising Council officers and representatives of the key user groups at the Reserve, in order to finalise the concept plan and detailed design for the Recreation Centre. However the sporting clubs were not satisfied with the endorsed concept plan and were not prepared to make a commitment to their funding contribution for the expansion to the social space (approximately \$84,000). Therefore, the Working Group meetings were postponed until the sporting clubs' issues could be resolved.

The sporting clubs have proposed an alternative design for the upgrade to the pavilion (Attachment 2) and have had further discussions with Ward Councillors in relation to their concerns with the endorsed concept plan. They have raised a number of issues which need to be formally considered by Council, given it has already endorsed the management plan for the Reserve.

A cost estimate undertaken for Council indicates that the alternative design proposed by the clubs would add \$200,000 to the project cost, which would be additional to the already identified club contribution of \$84,000. In addition, it is considered that the alternative design would create a significant precedent for other similar projects in Manningham and would also have additional ongoing management implications. In particular, the creation of two key functions areas that could be hired out simultaneously is likely to create issues in relation to car parking and traffic management and exacerbate the current conflict between users experienced at the facility.

On this basis officers recommend that Council should reconfirm its endorsement of the Domeney Reserve Management Plan (including the concept plan for the Recreation Centre) and inform the clubs of this decision.

However, should Council decide to consider changes to the endorsed concept plan to address the issues raised by the clubs in relation to the size and layout of the change rooms and social space, guiding principles for such consideration should be that:

- *There is no change to Council's budget allocation for the project;*
- *Any changes are considered in consultation with other user groups, as part of the Working Group established to finalise the concept and detailed design of the facility;*
- *Consideration of any changes is made having regard to the site constraints including the availability of car parking;*
- *Any further increase to the social space is consistent with a Level 2 Council facility Outdoor Sports Infrastructure Guidelines;*
- *Any further increase to the size of the social space and change rooms/amenities above the Outdoor Sporting Infrastructure Guidelines is funded by the sporting clubs; and*
- *Any club commitment for funding is made formally to Council prior to detailed design of the project and the contribution received prior to tendering of the project.*

It should be noted that if any changes are proposed to the endorsed concept plan Council would need to formally amend the currently endorsed Domeney Reserve Management Plan.

1. RECOMMENDATION

That Council:

- A. Does not support the alternative design for the Domeney Recreation Centre proposed by the sporting clubs as shown in Attachment 2.**
- B. Informs the clubs of the Council's decision and that Council intends to proceed on the basis of the endorsed concept plan as included in the Domeney Reserve Management Plan as follows:**
 - **The endorsed concept plan including the expanded social space based on the \$84,000 clubs' contribution; or**
 - **The endorsed concept plan excluding the expanded social space.**
- C. Notes that, due to the delays in finalising the detailed design of the redevelopment of the Recreation Centre, the project is unlikely to be completed by the end of 2018/2019 and a carry forward of funds is likely to be required.**

2. BACKGROUND

- 2.1 A Management Plan for Domeney Reserve was developed over an eighteen month period during 2016 and 2017 and included detailed site assessment, research and extensive community consultation with key user groups and the broader community. The Plan was developed in line with Councils Outdoor Sporting Infrastructure Guidelines and giving consideration to the AFL Guidelines.

- 2.2 At the commencement of the management plan process, Council was presented with a range of options in order to define the scope for the Management Plan. The context included the significant site constraints, the intensive usage of the user groups, the conflict between user groups and the limited ability to accommodate all the requests and requirements of each user group.
- 2.3 Council endorsed the Domeney Reserve Management Plan (the Plan) in October 2017 following a comprehensive consultation process. It was based on agreement that all current user groups would remain on the site, and that a building refurbishment would be undertaken in line with site constraints and available budget.
- 2.4 Accordingly, since its adoption, officers have commenced implementation of the Plan in line with the endorsed key priorities and concept plan (Attachment 1) and allocated capital budget for 2018/19.
- 2.5 In December 2017, Council officers commenced the establishment of a Working Group comprising Council officers and representatives of the key user groups at the Reserve in order to finalise the concept plan and detailed design for the Recreation Centre. However the sporting clubs were not satisfied with the endorsed concept plan and were not prepared to make a commitment to their funding contribution for the expansion to the social space (approximately \$84,000).
- 2.6 Accordingly, it was determined that the working group meetings would not commence with all user groups until the scope of works and clubs' contribution had been confirmed in line with the sporting club negotiations.
- 2.7 Subsequently, in March 2018, the clubs proposed an alternative design for the sports pavilion component of the Recreation Centre (Attachment 2), the key elements of which are:
- increasing the size of the sports pavilion from 306m² to 421m² (115m² or 37% increase) which includes expansion of the building footprint and reduction of the size of the shared kitchen and storage areas; and
 - increasing the social space from 109m² to 137m² and expanding the bar and losing much needed storage.
- 2.8 Since then, the Ward Councillors have also had meetings with the clubs' representatives in relation to their concerns regarding the endorsed concept plan. These concerns relate particularly to the size of the proposed change rooms and the social space.
- 2.9 Given that Council already has an endorsed position for the Domeney Reserve Management Plan (October 2017), any changes would require further Council consideration and endorsement.

3. DISCUSSION / ISSUE

Clubs' Proposed Alternative Design

- 3.1 The alternative design proposed by the clubs has been professionally costed as adding a further \$200,000 to the overall cost of the project and as the majority of the additional cost relates to increased social space, would require a significantly larger club contribution.

- 3.2 Notwithstanding that, however, there are also significant other issues associated with the sports clubs' design which need to be considered:
- The proposed social space at 137m² (by extending the building to the north) is far in excess of Council and AFL guidelines and would change the categorisation of the building. There would also be significant site management implications, in particular the creation of two key functions areas that could be hired out simultaneously is likely to create issues in relation to car parking and traffic management and exacerbate the current conflict between users experienced at the facility.
 - The first aid room and referee room would be in a less accessible location.
 - There would be less storage even though the need for additional storage was identified by the clubs as an issue.
 - Six additional public toilets are not required.
- 3.3 Given that the sports clubs' design does not take proper account of the site constraints and far exceeds Council and AFL Guidelines, Council officers recommend that it not be supported.

Changes to the Endorsed Concept Plan

- 3.4 However, Council could resolve that having regard to the issues raised, it wishes to review the endorsed concept plan to further consider the issues raised, noting that it would be necessary to formally endorse any changes to the Domeney Reserve Management Plan.
- 3.5 If Council should decide to consider changes to the endorsed concept plan to address concerns raised by the clubs in relation to the size and layout of the change rooms and social space, guiding principles for such consideration should be that:
- There is no change to Council's budget allocation for the project;
 - Any changes are considered in consultation with other user groups, as part of the Working Group established to finalise the concept and detailed design of the facility;
 - Consideration of any changes is made having regard to the site constraints including the availability of car parking;
 - Any further increase to the social space is consistent with a Level 2 Council facility based on the *Outdoor Sports Infrastructure Guidelines*;
 - Any further increase to the size of the social space and change rooms/amenities above the *Outdoor Sporting Infrastructure Guidelines* is funded by the sporting clubs: and
 - Any club commitment for funding is made formally to Council prior to detailed design of the project and the contribution received prior to tendering of the project.

4. COUNCIL PLAN / STRATEGY

- 4.1 The Domeney Reserve Management Plan was endorsed by Council in October 2017. There are a number of strategies and plans which influence the Domeney Reserve Management Plan including:
- Manningham's *Open Space Strategy 2014* (Part 3) describes each reserve and identifies Domeney Reserve as a district reserve as it attracts visitors from a broader area.
 - The need to review the Domeney Reserve Management Plan is identified in Council's *Active for Life Recreation Strategy 2010* (Action 4.5.35).
 - Council's *Outdoor Sports Infrastructure Guidelines 2015* specify what spaces Council will provide in pavilions and how the costs associated with the development of sporting pavilion infrastructure are determined, including new facility development and upgrade of existing facilities.

5. IMPACTS AND IMPLICATIONS

- 5.1 Since endorsement of the Management Plan in October 2017, due to lack of confirmation of the clubs' contribution to fund the increased social space provided in the endorsed concept plan, it has not been possible to resolve the concept plan and detailed design and the project is now 6-8 months behind schedule and the issues remain unresolved.
- 5.2 Furthermore, the implications of delaying the building upgrade further and potentially undertaking further planning work to change the endorsed Council position will result in:
- Potential delay of other priority projects;
 - An additional \$20,000 for architecture design and costing; and
 - Cost increases for materials.

6. IMPLEMENTATION

Finance / Resource Implications

- 6.1 The 2018/19 Capital works budget has allocated \$1.132m to implement the entire Domeney Reserve Management Plan (minus the \$84,000 for the expansion to the social space). This requires the finalisation of concept plan and detailed design work which has been delayed due to the sports club dissatisfaction. Pending Council direction, it is unclear if these funds will be able to be spent within 2018/19.
- 6.2 The sports clubs have yet to confirm their contribution of \$84,000 to cover the cost of the expanded social space in line with the Council's *Outdoor Sports Infrastructure Guidelines*.
- 6.3 If further design and costing is required, there will be an additional cost of approximately \$20,000 that has not been budgeted for. Furthermore, the delay in construction (which is currently at 6-8 months delay) will result in increased cost of materials which will negatively impact on the project budget.

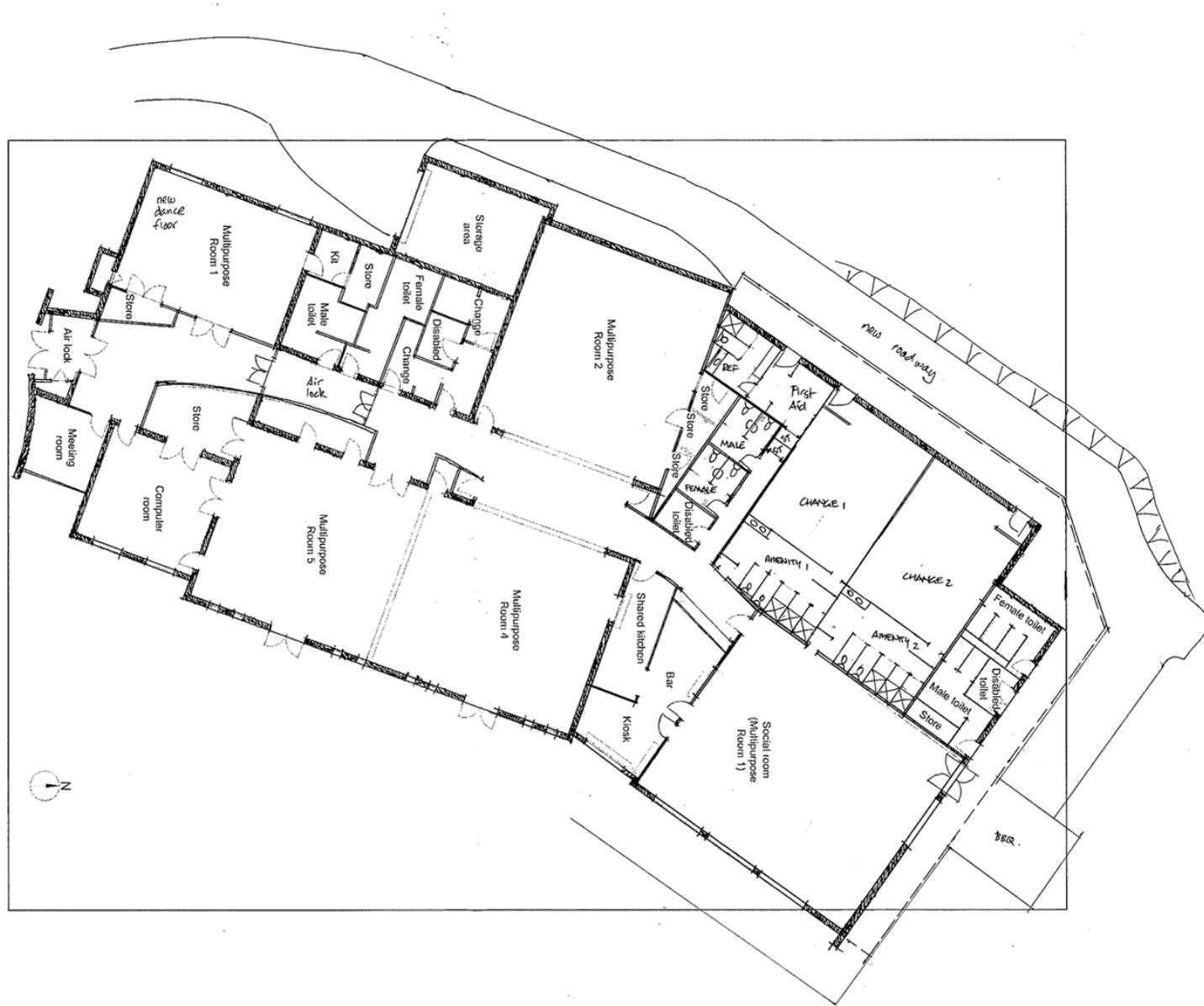
Communication and Engagement

- 6.4 There has been correspondence and discussion between the sports clubs, Councillors and Council officers regarding the endorsed concept plan and the club issues with the concept plan and the sports club design. Despite this, many of the Reserve user groups would not be aware that the endorsed direction of the Management Plan is under question.
- 6.5 Should any changes proposed to be made to Council's endorsed Dorney Reserve Management Plan it will be important that all user groups be consulted, including:
- Park Orchards Football and Netball Club
 - Park Orchards North Ringwood Parish Junior Football Club
 - Park Orchards Cricket Club
 - Park Orchards Community House and Learning Centre (POCHLC)
 - Parkwood Dance Academy

7. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.





10.2 Impacts of Feral Deer and the Victorian Deer Management Strategy

File Number: IN18/315
Responsible Director: Director City Planning
Attachments: Nil

EXECUTIVE SUMMARY

The purpose of this report is to consider continued advocacy to the State Government to lead and coordinate deer management in peri-urban areas, including Manningham, with the aim of significantly reducing feral deer numbers and mitigating their negative impacts.

In the last two years, feral Sambar and Red deer numbers have increased significantly in Manningham, on Melbourne's urban fringe and across Victoria more generally. It is estimated that the Victorian deer population will grow from 1 million to over 2 million within the next five years. This has resulted in a growing environmental and agricultural impact and a sharp increase in deer related incidents that have threatened public safety.

Currently, on-ground shooting is the most humane and effective method of deer control but it requires careful regulation in peri-urban and urban areas to protect public safety. A significant policy barrier to adequate deer control is the protected 'game' status of deer under the State Wildlife Act 1975.

Manningham has taken strong action to address the local deer problem by organising the Yarra Catchment Agency Deer Management Network to foster collaboration with neighbouring Councils and relevant public land managers to reduce feral deer. Letters have also been sent to relevant State Ministers seeking State Government action to manage the rapidly escalating issue of feral deer in Melbourne's peri-urban and urban areas.

The State Government has indicated its agreement that invasive animals, which include deer, are a significant problem in Victoria and that there is a need for the development of an explicit strategy to contain deer within their current range and limit the spread of deer to new parts of Victoria. To date however, through documents such as Sustainable Hunting Action Plan, the focus has been on hunting and the escalating negative environmental and safety impacts of deer have not been addressed adequately.

Given the increasing seriousness of this issue and that the State Government is currently preparing a Victorian Deer Management Strategy, it is considered important that the issues affecting Manningham and other key stakeholders are brought to the attention of the State Government, through specific advocacy and a submission to the draft Strategy, which is expected to be released for consultation in July 2018.

In particular it is important that:

- The State Government takes the lead on deer management to ensure a balanced, integrated, well researched, well resourced, strategically coordinated, interagency management approach across land tenure, including the urban fringe of Melbourne; and*

- *Deer is removed from the Wildlife Act and declared to be a 'pest' under the Catchment and Land Protection Act in order to remove a significant barrier to their strategic management.*

1. RECOMMENDATION

That Council:

- writes to the Victorian Premier and relevant Ministers advocating for action and resources to manage deer in peri-urban areas such as Manningham.**
- makes a submission to the Draft Victorian Deer Management Strategy in line with this report.**
- seeks to do the above in conjunction with the Councils of Yarra Ranges and Nillumbik.**

2. BACKGROUND

Increase and impacts of deer

- 2.1 In the last two years, Local Laws call outs, Local Environment Assistance Fund (LEAF) grants, a survey of deer numbers and a range of anecdotal evidence indicates that feral Sambar and Red deer numbers have increased significantly in Manningham, within the urban fringe of Melbourne and across Victoria more generally.
- 2.2 It is estimated that the Victorian deer population will grow from 1 million to over 2 million within the next five years (www.abc.net.au/news/2017-03-31/deer-hunters-cull-sambar-deer-in-alpine-national-park/8396774 & Hone et al, 2010).
- 2.3 Deer can have a wide ranging impact – a single Sambar deer can travel over 10 kilometres per day and can have a territory of approximately 1,500 hectares during its lifetime.
- 2.4 Increasing deer numbers are resulting in growing environmental and agricultural impacts and a sharp increase in incidents threatening public safety. Within Manningham, Warrandyte State Park and Yarra Valley Parklands are the main source of deer but State Government funding for deer control is lacking. Beyond these areas, deer mostly move into Manningham from Nillumbik and Yarra Ranges.
- 2.5 Around 60 native plants are threatened by deer in Victoria and more than a dozen state and federally listed vegetation communities are being brought close to the brink. Manningham has 56 threatened species, including 11 species of state significance and four species of national significance.
- 2.6 The more deer move into urbanised areas, the higher the safety risk they pose and the more difficult and expensive their removal becomes. As there have been in New South Wales, the risk of people dying from a deer-vehicle collision or similar incident is high.

- 2.7 Deer culling will need to significantly increase to prevent the anticipated population growth and this is well beyond the capacity of amateur recreational hunters to achieve. According to the State Game Management Authority (GMA), recreational hunters reached a high of 100,000 deer culled in 2016. This is well below the estimated 40% rate required according to Hone et al, 2010 ('Estimates of maximum annual population growth rates of mammals and their application in wildlife management' - *Journal of Applied Ecology* 47: 507-514) which equates to 400,000 deer needing to be culled to keep a 1 million population in check.
- 2.8 Currently, on-ground shooting is the most humane and effective method of deer control but it requires careful regulation in urban and peri-urban areas to protect public safety.
- 2.9 In Manningham, a Populous Place Permit from Victoria Police is required for professional shooting contractors and amateur recreational hunting is not permitted nor appropriate. Experienced professional contractors are better suited for Manningham and similar areas for these reasons and to enable more effective, strategic and humane deer control.
- 2.10 A significant barrier to adequate deer management is the protected 'game' status of deer under the *State Wildlife Act 1975*.

Action to date

Local

- 2.11 On a small scale, Manningham currently supports private landholders and Landcare groups, through the Local Environment Assistance Fund (LEAF), to conduct deer control works with professional contractors and has sponsored a five year deer monitoring program.
- 2.12 In addition, a small number of other control programs are carried out by State Government agencies within the Yarra River catchment. However, in isolation, these efforts are not adequate to solve the problem. Local government lacks the expertise and capacity to manage this complex state wide issue.
- 2.13 However, Manningham has taken a significant step in relation to addressing the issue by organising the Yarra Catchment Agency Deer Management Network in order to foster collaboration with neighbouring Councils, including Nillumbik and Yarra Ranges, and relevant public land managers to reduce feral deer. The Eastern Region Pest Animal Network has also been established in response to growing pest animal problems. The aim is to reduce deer moving into Manningham from nearby municipalities and from different land tenures.
- 2.14 In October 2017, Manningham's Chief Executive also wrote to the State Government Minister for Agriculture and Minister for Energy, Environment and Climate Change outlining the current issues in relation to deer and seeking State Government action to support Local Government and other key stakeholders to manage the rapidly escalating issue of feral deer in Melbourne's peri-urban and urban areas.
- 2.15 The Minister for Agriculture, in her response, referred to the then soon to be released response to the recommendations of the Parliamentary Inquiry into control of invasive animals on Crown Land and trial deer control programs being undertaken.

State Government

- 2.16 The final report of the Environment, Natural Resources and Regional Development Committee (the Parliamentary Committee) into the Control of Invasive Animals on Crown Land was tabled in the Victorian Parliament on 20 June 2017. In its response, the State Government supported the Committee's findings that invasive animals (including deer) are a significant problem in Victoria and that the management of invasive animals is a complex issue. In particular the Government supported in full the recommendation (Recommendation 27) that "as part of the planned deer management strategy, the Government develop an explicit strategy to contain deer within their current range and limit the spread of deer to new parts of Victoria."
- 2.17 The development of a deer management strategy is a specific recommendation (Action 4.3) of the State Government's *Sustainable Hunting Action Plan* released in December 2016. That strategy is to be a strategic plan to maintain sustainable hunting opportunities while reducing the impact of deer on biodiversity on all land tenures in the state. The strategy is to include development of a range of management tools that seek to eradicate and prevent the spread of deer based on land tenure location and the likelihood of successful eradication, and reduce the impact of widespread deer populations on ecological, social and cultural assets.
- 2.18 Council Officers have attended workshops in relation to the drafting of the Victorian Deer Management Strategy (VDMS), which is proposed to be released for public consultation in July.

3. DISCUSSION / ISSUE

- 3.1 There are two key issues relating to the impact of feral deer in Manningham and more widely.

Leadership

- 3.2 Largely due to deer being protected 'game' under the *Wildlife Act 1975*, there is no single State Government agency leading deer management across all land tenure. The State Game Management Authority regulates amateur recreational deer hunting, but it is not permitted in peri-urban areas, thus leaving Manningham and similar areas with no support for deer management. The lack of leadership and coordination in relation to deer management is a key reason why the deer population is continuing to increase.
- 3.3 In order to mitigate the growing impact of pest deer, it is important for the State Government to take a lead on deer management to ensure a balanced, integrated, well researched, well resourced, strategically coordinated, interagency management approach across land tenure, including the urban fringe of Melbourne.
- 3.4 The more deer move into urbanised areas, the higher the safety risk they pose and the more difficult and expensive their removal becomes. While some local action by Councils is appropriate, the sooner the State Government takes a lead in deer management, the better for mitigating this growing risk and expense.

- 3.5 These types of impacts and costs are significant and the State Government should be implementing measures to ensure these impacts are mitigated and the extent of the problem experienced in NSW is avoided in the suburbs of Melbourne.
- 3.6 Some of the specific matters which need to be addressed through a State Government integrated approach include:
- Reduction of deer population density and extent and impact mitigation across land tenure and municipal boundaries;
 - Funding for professional deer control contractors to reduce the deer population and establishment of a contractor and volunteer shooter state government accreditation;
 - Research and development of alternative deer control techniques including baiting, biological and genetic controls, trapping options, feeding stations and deterrents;
 - Early eradication of the relatively new *Rusa* deer species in Victoria because of the significant risk they pose due to being more successful breeders than the species already established in Victoria; and
 - Improved monitoring of the spread and numbers of deer and their environmental, economic and social impacts.
- 3.7 There is also an urgent need for the State Government to review the current legislation and policy that is ineffective in controlling the feral deer problem. In doing this, consultation and collaboration should occur with key stakeholders including local governments, water authorities, farmers, environment groups, crown land managers, road management agencies and the community.

Protected game to pest

- 3.8 The nomination of deer as protected 'game' under the *Wildlife Act 1975* was made when deer were far fewer in number and were deemed in need of protection for recreational hunting purposes.
- 3.9 Deer needs to be declared as a 'pest' under the *Catchment and Land Protection Act 1994* and removed as 'game' under the *Wildlife Act 1975* for the following reasons:
- Deer are now an established, self-sustaining pest in south eastern Australia, with the potential to establish across the entire continent;
 - '*The reduction in biodiversity of native vegetation by Sambar deer*' is listed as a *Potentially Threatening Process* under the *Flora and Fauna Guarantee Act 1988*;
 - It would support more effective State Government management of deer by resolving the current conflict between managing protected 'game' versus a 'pest'; and,
 - It would enable the establishment of a compliance regime to prevent the deliberate transport of pest deer to new areas and local laws requiring deer control on private land if necessary.

- 3.10 It is recommended that continued advocacy to the State Government occur in relation to these key issues, in collaboration with other like-minded Councils and stakeholders, including providing written feedback on the draft VDMS due for release in July 2018.

4. COUNCIL PLAN / STRATEGY

- 4.1 Deer management initiatives are in line with the *Council Plan 2017-2021* and other policies. Relevant *Council Plan* themes and goals include:
- Healthy Community Goal 1.1 A healthy, resilient and safe community
 - Resilient Environment Goal 3.1 Protect and enhance our environment and biodiversity
- 4.2 Consistent with these goals, Council has a Green Wedge Action Plan 2020 which includes an action to 'advocate to the State Government for appropriate management strategies to reduce negative impacts from unsustainable numbers of species including Sambar Deer on both public and private land.'
- 4.3 The Healthy Habitats - Bushland Management Strategy for Council Managed Land (2012) states that 'anecdotal evidence suggests Sambar Deer is an emerging and potentially very serious threat to Manningham bushland.'
- 4.4 The State *Sustainable Hunting Action Plan 2016* has an objective to 'develop a deer management strategy that sets a strategic plan to maintain sustainable hunting opportunities while reducing the impact of deer on biodiversity on all land tenures in the state.' As the deer population is already self-sustaining, the government policy no longer needs to 'maintain sustainable hunting opportunities'. However, 'reducing the impact of deer on biodiversity on all land tenures in the state', is well supported and should be the main priority. The aim should be to significantly reduce the pest deer population with the assistance of recreational hunters where appropriate.
- 4.5 Other relevant policy includes the following:
- The State *Flora and Fauna Guarantee (FFG) Act 1988* aims to protect all indigenous native flora and fauna and their habitat communities;
 - The *Protecting Victoria's Environment – Biodiversity 2037* aims to cover 4 million hectares of priority locations with pest animal control including deer;
 - The Federal *Environment Protection and Biodiversity Conservation Act 1999* aims to conserve Australia's biodiversity.

5. IMPACTS AND IMPLICATIONS

- 5.1 As detailed below, feral deer have significant negative impacts that are increasing as deer numbers expand and they spread further into peri-urban and urban areas.

Human safety

- 5.2 Male deer (stags) are known to attack people and pets with their antlers if they are trapped and feel threatened. Due to their size, feral deer pose a much higher traffic hazard risk compared to other wildlife.

- 5.3 There have been many recent local incidents threatening public safety and requiring Sambar stags to be destroyed. This includes stags running through local schools and knocking students over, being trapped in suburban backyards and houses, and causing \$100,000 worth of damage in a funeral home.
- 5.4 There has been a significant increase in deer-vehicle incidents and collisions in Melbourne's urban fringe over the past 2 years. Two recent examples of this include a deer running across the Ringwood bypass and another deer causing a peak hour traffic hazard in Kew. Incidents are also occurring in Manningham and there have been community requests for Council to install warning signs.
- 5.5 It is important to note that people have died or have been injured due to deer-vehicle collisions in the New South Wales (NSW) Shire of Illawarra, where deer also remain protected 'game' under the State *Wildlife Act*. In 2003, the estimated cost of each road traffic accident fatality was \$1.83 million.
- 5.6 Feral deer are also found in Melbourne's water catchment areas, posing a serious threat to water supply, as their faeces contain the *Cryptosporidium* parasite which is harmful to people. In 1998, Sydney's Water treatment infrastructure upgrade cost \$350 million following *Cryptosporidium* contamination.

Environmental and agricultural impacts

- 5.7 By changing local ecosystems and reducing biodiversity, feral deer are a priority environmental problem. '*The reduction in biodiversity of native vegetation by Sambar deer*' is listed as a 'potentially threatening process' under the *Flora and Fauna Guarantee Act*. Environmental impacts of deer include:
- grazing, browsing and destroying nearly all native vegetation up to 3.5 metres high;
 - damaging and ring-barking trees through rubbing with their antlers; and
 - creation of wallows (mud holes) and degrading waterways.
- 5.8 Deer are also a significant problem for agricultural producers as they eat and destroy produce, with a particular impact on Yarra Valley vineyards and strawberry growers. In many cases the costs for deer control and fencing are too high, causing financial hardship and farming operation closures.

6. IMPLEMENTATION

Finance / Resource Implications

- 6.1 There are no additional financial and resourcing implications for Council in continuing deer management advocacy to the State Government and local deer management action including the trial deer control and monitoring program and deer and pest animal network collaboration. At this stage, all financial and resourcing implications are being accommodated within existing budget and staff time.

Communication and Engagement

- 6.2 A draft Victorian Deer Management Strategy (VDMS) is due to be released for public comment in July 2018. Two workshops have already been held to consult with key stakeholders and Manningham and four other Councils were represented at those workshops.

- 6.3 It is proposed that Manningham and other member Councils of the Yarra Catchment Deer Management Network and Eastern Region Pest Animal Network write to the Premier and relevant Ministers highlighting the issues that need to be addressed in the VDMS. Support from the Municipal Association of Victoria will also be sought.
- 6.4 Recreational deer hunting groups have been well represented in the consultations and with the state wide deer management issues overall. These groups' interests tend to favour maintaining the growing deer population so they have more hunting opportunities.
- 6.5 It is important the State Government produce a useful VDMS that ensures a balanced, integrated, well researched, well resourced, strategically coordinated, interagency management approach across land tenure, including the urban fringe of Melbourne.

Timelines

- 6.6 It is proposed that letters to the Premier and relevant Minister/s be sent and a submission made to the draft VDMS during July or August 2018.

7. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

11 ASSETS & ENGINEERING

11.1 Draft Manningham Parking Management Policy 2018

File Number: IN18/318

Responsible Director: Director Assets and Engineering

Attachments: 1 Project Report - Community Feedback 2018 [↓](#) 
2 List of Issues and Proposed Changes [↓](#) 
3 Draft Manningham Parking Management Policy 2018 [↓](#) 

EXECUTIVE SUMMARY

This report considers the community feedback received in response to the community engagement undertaken as part of the review of Council's Parking Management Policy.

In respect of the parking management survey, community submissions were invited on 2 May and closed on 28 May 2018. The results of the survey are outlined in the Project Report (Attachment 1).

A listing of key issues highlighting the substantive feedback received from the community, councillors and officers, along with the proposed changes to the Manningham Parking Management Policy 2014, are presented as Attachment 2. The Draft Manningham Parking Management Policy 2018 (the Policy), responding to these issues, is then appended as Attachment 3.

This report recommends Council's endorsement of the draft Policy for public exhibition.

1. RECOMMENDATION

That Council:

- A. receive and note the outcomes from the communications and engagement process, which sought community feedback on the management of public parking on Council controlled land in Manningham;**
- B. note the community feedback, as outlined in the Project Report, Attachment 1, and other issues raised by councillors and officers, as well as the proposed substantive changes to the Policy, as presented in Attachment 2;**
- C. endorse the public exhibition of the Draft Parking Management Policy 2018 (Attachment 3); and**
- D. receive a further report at the ordinary Council meeting in October 2018 seeking the adoption of the revised Parking Management Policy, following public exhibition of the Policy and assessment of further community feedback.**

2. BACKGROUND

- 2.1 A phased engagement and communications approach to the review of the Parking Management Policy has been adopted, comprising of the following phases:
- i. Community engagement planning and preparation;
 - ii. Broad community consultation on the underpinning principles of the policy, consultation approach, guides for typical restrictions in key areas and other matters;
 - iii. Drafting of the Policy, taking into account the feedback received;
 - iv. Public exhibition of the draft Policy; and
 - v. Council consideration of the draft Policy for adoption in October 2018.
- 2.2 A four week community engagement approach to seek community feedback on the issues, concerns and priorities for management of public parking on Council controlled land in Manningham commenced on 2 May and closed on 28 May 2018. The engagement and communications approach included:
- i. A 'Your Say Manningham' website page, featuring an online survey form as well as supporting information and Frequently Asked Questions (FAQs).
 - ii. Email notification to local community groups, businesses and schools
 - iii. Posters and signs in key locations around Manningham
 - iv. Article in Manningham Matters Issue 3 (April) 2018
 - v. Advertising in the *Manningham Leader* (14 May 2018) and *Sameway Magazine* (12 May 2018)
 - vi. Social media promotion including an online animated video featuring subtitles in Arabic, Traditional and Simplified Chinese, Greek, Italian and Persian (Farsi).

3. DISCUSSION / ISSUE

- 3.1 In total, Council received 1400 visits to the 'Your Say Manningham' website page, and 218 survey responses were lodged during the consultation period.
- 3.2 Broadly, the community feedback revealed that:
- 3.2.1 The community supported the following guiding principles for the management of on-street car parking, in order of priority:
- i. Ensuring two way traffic flow along streets.
 - ii. Maintaining safety along our roads.
 - iii. Supporting car parking near public transport.
 - iv. On-street parking being available within a reasonable distance from your destination.
 - v. Implementing parking restrictions only in areas where there is a long term, demonstrated need.
 - vi. Minimising parking restrictions where possible.
 - vii. Allowing for the parking needs of all road users.

3.2.2 Majority of respondents support the proposed guides to parking restrictions applicable to streets in higher density residential areas (Development and Design Overlay (DDO8) areas), Doncaster Hill and around schools, activity centres and major public transport routes.

3.2.3 Notable results from the analysis of feedback included the following points:

- i. While majority support was received for the parking restrictions in streets surrounding public transport routes, there was also a high proportion of respondents (41 percent), who did not support the facilitation of commuter parking in residential streets.
- ii. Concerns were raised regarding the potential for intense parking along the unrestricted zone in a wide street and its impact on road safety and traffic flow. Restrictions proposed to manage parking on wider streets in the vicinity of major public transport routes involve the introduction of 2P restrictions, with provision for resident exempt permits on weekdays between 8am and 8pm and unrestricted parking on the other side of the street. It is anticipated that more intense parking could be expected in the unrestricted zone and the 2P restrictions on the other side of the road will limit long term parking, providing opportunities for local residents and their visitors to park on street. This approach should also create gaps between parked vehicles in the 2P zone, thereby facilitating safe two-way traffic flow.
- iii. Community feedback from 218 respondents, in response to the proposed guide for the installation of parking restrictions abutting public transport routes, provided the following results.
 - Supported proposed restrictions - 49%
 - Did not support proposed restrictions - 41%
 - Unsure 10%.
- iv. In response to the follow up question, 'what would you like to see considered?', the following feedback was received from 82 respondents.
 - 45% - supported no restrictions
 - 46% - supported longer term restrictions
 - 9% - supported shorter term parking restrictions.
- v. Residents needing to park longer than 2 hours on weekdays can apply for a permit to facilitate this. The provision of longer term parking on both sides of these streets is not supported, as it may result in parking congestion with few gaps to facilitate safe two- way traffic flow. It is recommended that the proposed restrictions as exhibited be supported for inclusion in the Policy, unamended.
- vi. 80% of respondents also supported the use of reserves in carparks for the purposes of commuter parking. Further investigation of opportunities is required, including the identification of suitable reserves in close proximity to major public transport routes, the removal of impediments to commuter parking in reserve car parks, parking surveys and consultation with reserve user groups. Once suitable reserves have been identified, changes to existing restrictions may be necessary. It is considered appropriate that this opportunity be further investigated in 2018/2019.

- vii. 69% of respondents supported reducing or removing existing parking restrictions in areas where car parking is not being well used.
 - viii. 73% preferred to be consulted when changes to parking in Manningham are proposed to be introduced.
 - ix. 60% supported the proposal to inform affected residents rather than consulting, in cases where there is a need to introduce parking restrictions where a safety issue has been identified.
 - x. 69% of respondents supported proactively implementing parking restrictions when increased demand is anticipated in the area.
- 3.3 Statistics summarising the community survey results are provided in the attached Project Report, **Attachment 1**.
- 3.4 Councillor feedback and officers comments have been compiled and, where appropriate, proposed changes to the Policy have been recommended and presented in **Attachment 2**. A summary of resident comments received is also included in this document.
- 3.5 Community feedback has also included comments which were beyond the scope of the Policy review. These comments have been generally grouped into planning, enforcement and traffic safety matters, and the proposed process for managing this feedback is outlined in **Attachment 2**.
- 3.6 Feedback from relevant stakeholders has been incorporated in the preparation of a Draft Parking Management Policy, appended to this report as **Attachment 3**.

4. COUNCIL PLAN / STRATEGY

- 4.1 The Draft Parking Management Policy is aligned and consistent with the following Council documents:
- i. Council Plan 2017-2021: Action 2.3 – Well connected, safe and accessible travel
 - ii. Manningham Parking Permit Policy 2017
 - iii. Manningham Integrated Transport Strategy 2009 – to be reviewed 2018/19
 - iv. Manningham Healthy City Plan 2013-2017
 - v. Inclusive Manningham Strategy 2018-2021 (to replace the Disability Access and Inclusion Plan 2013-2017).
- 4.2 The draft Policy is also supportive of Council's strategic objectives for integrated land use, transport planning, amenity, social inclusion and economic prosperity.

5. IMPACTS AND IMPLICATIONS

- 5.1 The draft policy seeks to achieve a balanced outcome, in order to meet the needs of all road users in a fair, equitable and sustainable manner, which may result, in some cases, of other non-resident road users parking in residential streets and displacement of parking demand.

- 5.2 Where non-resident on-street parking may be tolerated or changes in parking conditions arise, particularly in residential areas, affected residents may not be fully supportive of the proposal.
- 5.3 Conversely, failure to provide parking opportunities for commuters, traders, customers, community facility users and other users can similarly contribute to community discontent, reduced uptake of public transport, adverse economic impacts for local businesses, social isolation and adverse health and wellbeing outcomes.
- 5.4 The benefits of well managed on-street parking include reduced vehicle speeds, improved safety for road users, including cyclists, and more appropriate use of available parking facilities to the benefit of the broader community.
- 5.5 The Policy will provide guidance for decision making for parking management within Manningham as conditions change within the city.

6. IMPLEMENTATION

6.1 Finance / Resource Implications

It is anticipated that minor expenses associated with translation of publicity material and advertising can be catered for in existing budgets.

Existing operational budgets can accommodate the costs associated with the implementation of new restrictions.

6.2 Communication and Engagement

As part of the public exhibition of the Draft Parking Management Policy, officers propose to engage the community using a variety of channels, including online consultation, social media, advertising, Manningham Matters and the distribution of posters and flyers. CALD materials will also be developed.

Submissions will be invited from the community on the draft Parking Management Policy.

Those respondents to the original survey who indicated that they wish to be kept informed of further developments in the policy review will also be advised of the exhibition of the draft policy.

6.3 Timelines

Following consideration of the initial feedback from the community and stakeholders, a draft Policy has been prepared for public exhibition. It is proposed to place the draft Policy on public exhibition commencing 7 August and closing on 18 September 2018.

Following assessment of the community feedback, amendments will be made as required and a report will be considered at the Council meeting on 30 October 2018, seeking adoption of the revised Policy.

7. DECLARATIONS OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

ATTACHMENT 1

Project Report

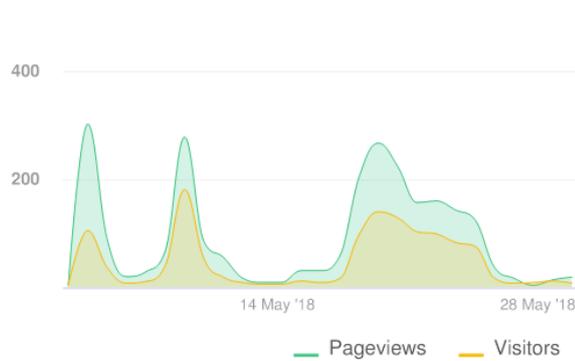
02 May 2018 - 28 May 2018

Your Say Manningham

Parking Management Policy Review



Visitors Summary



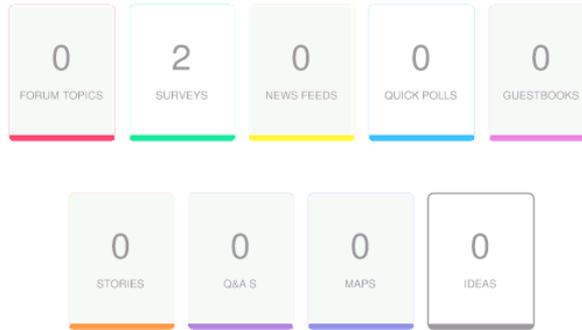
Highlights

TOTAL VISITS	1.4 k	MAX VISITORS PER DAY	181
NEW REGISTRATIONS	1	ENGAGED VISITORS	217
		INFORMED VISITORS	382
		AWARE VISITORS	1.2 k

Aware Participants	1,228	Engaged Participants	217		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	1,228	Contributed on Forums	0	0	0
Informed Participants	382	Participated in Surveys	10	0	207
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	1	Posted on Guestbooks	0	0	0
Downloaded a document	15	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	0	0	0
Visited an FAQ list Page	46	Placed Pins on Places	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	185				
Contributed to a tool (engaged)	217				

Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

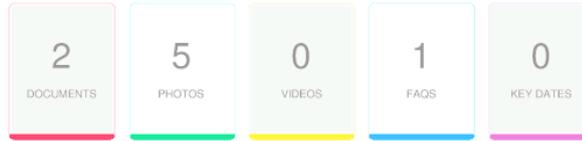
ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Parking Management Policy Review Survey	Published	539	10	0	207

Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Faqs	faqs	46	48
Document	Manningham Parking Management Policy 2014	11	12
Document	Manningham Parking Permit Policy 2017	7	7
Photo	Parking Restrictions Around Schools	1	1
Photo	Parking Restrictions Near Public Transport	1	1
Photo	Parking Restrictions In Higher Density Residential Areas	1	1
Photo	Parking Restrictions In Areas Of Doncaster Hill	0	0
Photo	Activity Centres Parking Restrictions	0	0

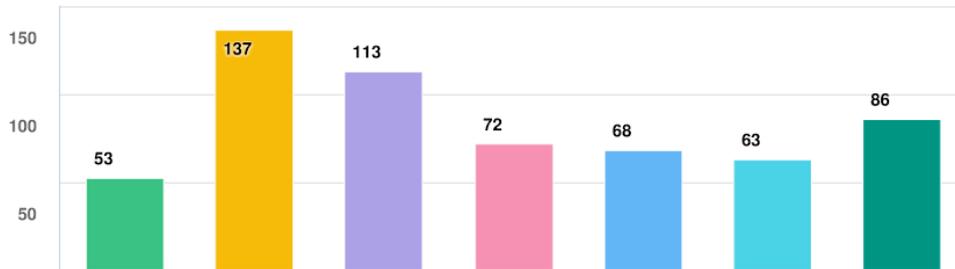
Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

ENGAGEMENT TOOL: SURVEY TOOL

Parking Management Policy Review Survey

VISITORS	539	CONTRIBUTORS	217	CONTRIBUTIONS	218
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Thinking about Council’s management of on-street car parking, which principles would you prioritise? (Please select up to 3 from the list below)



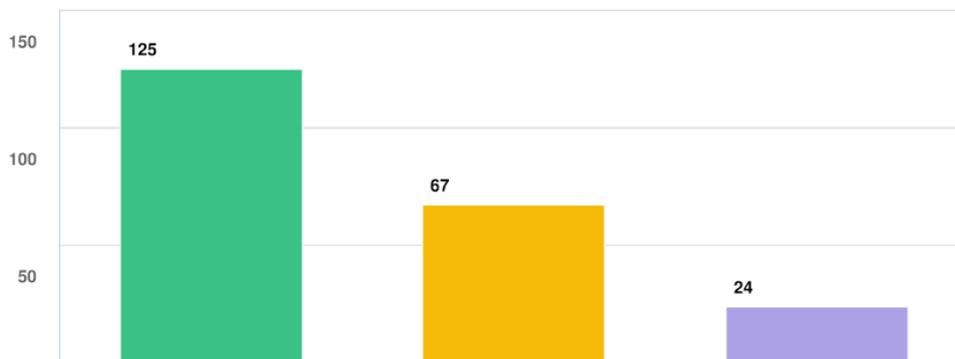
Question options

- Allowing for the parking needs of all road users.
- Ensuring two way traffic flow along streets.
- Maintaining safety along our roads.
- On street parking being available within a reasonable distance of your destination.
- Implementing parking restrictions only in areas where there is a long term, demonstrated need.
- Minimising parking restrictions where possible.
- Managing parking restrictions to support car parking near public transport.

(218 responses, 0 skipped)

Do you support this as a guide for implementing parking restrictions in higher density residential areas?

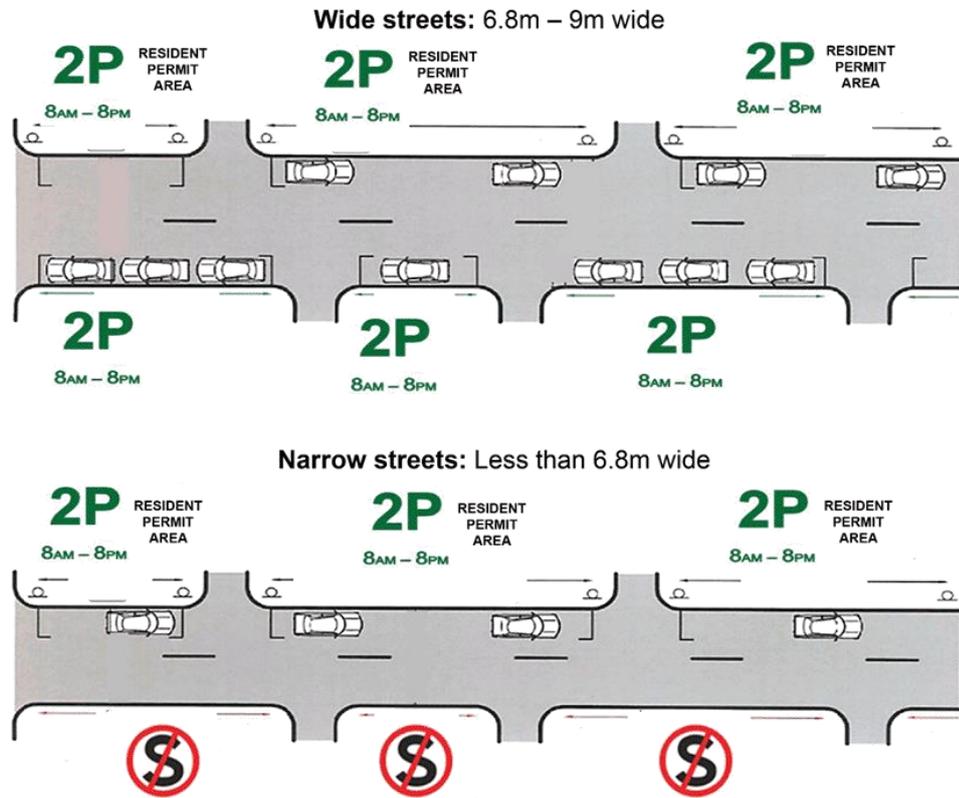
This question refers to the guide outlined on page 4 of this report.



Question options

- Yes
- No
- Unsure

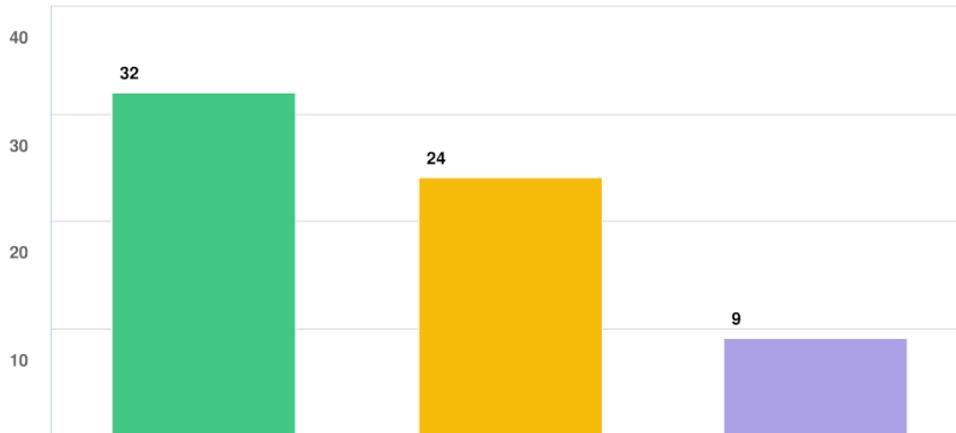
Guide for parking restrictions in higher density residential areas



Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

What would you like to see considered?

*This question was for those who answered 'no' or 'unsure' to the previous question:
Do you support this as a guide for implementing parking restrictions in higher density residential areas?*

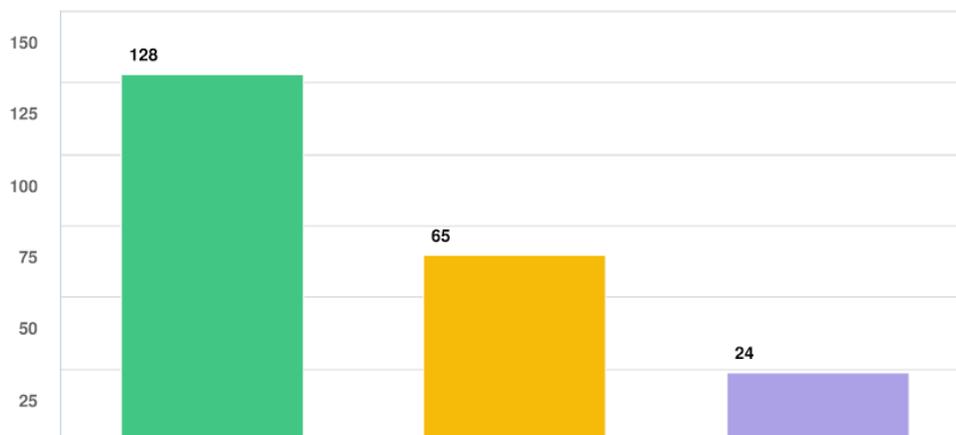


Question options

- No restrictions
- Longer term restrictions
- Shorter term restrictions

**Do you support this as a guide for implementing parking restrictions in areas of
Doncaster Hill?**

This question refers to the guide outlined on page 6 of this report.

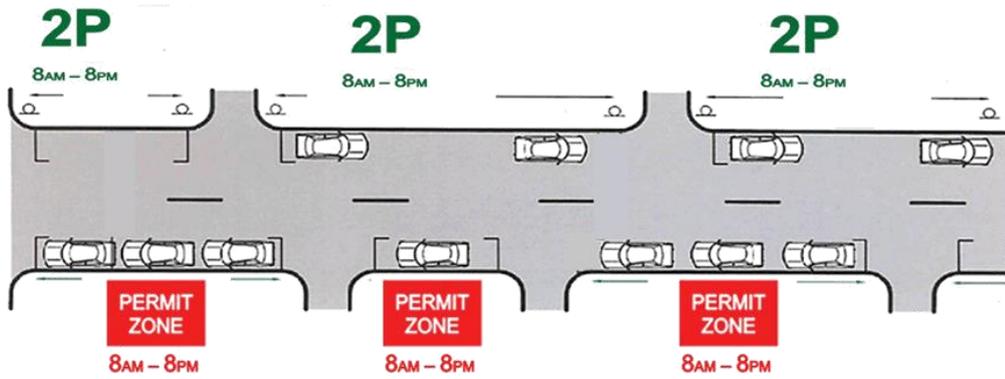


Question options

- Yes
- No
- Unsure

Guide for parking restrictions in areas of Doncaster Hill

Wide streets: 6.8m – 9m wide



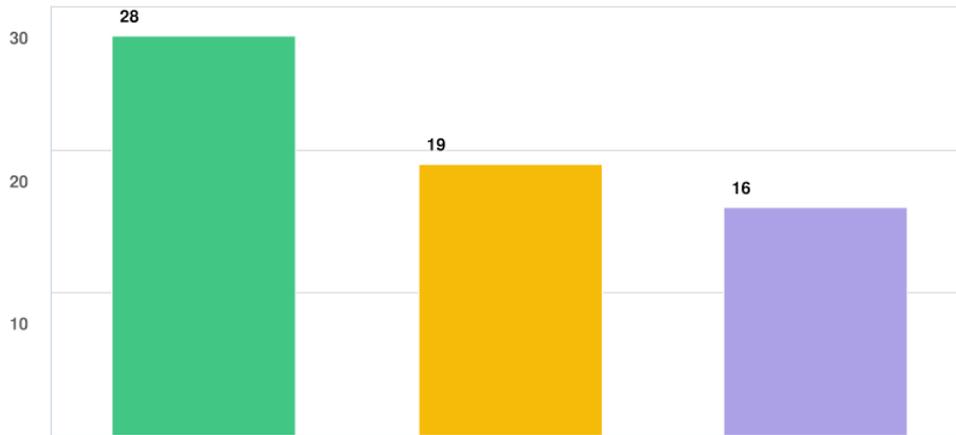
Narrow streets: Less than 6.8m wide



Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

What would you like to see considered?

*This question was for those who answered 'no' or 'unsure' to the previous question:
Do you support this as a guide for implementing parking restrictions in areas of Doncaster Hill?*

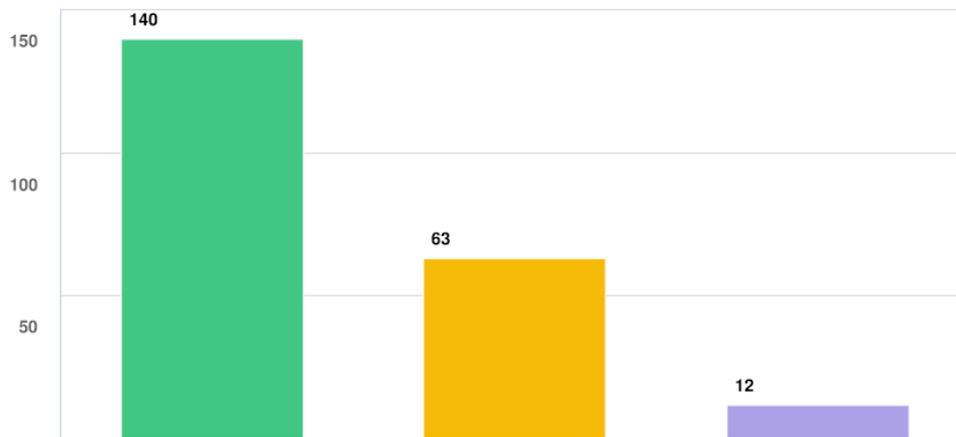


Question options

- No restrictions
- Longer term restrictions
- Shorter term restrictions

Do you support this as a guide for implementing parking restrictions in streets surrounding activity centres (e.g. your local shops)

This question refers to the guide outlined on page 8 of this report.

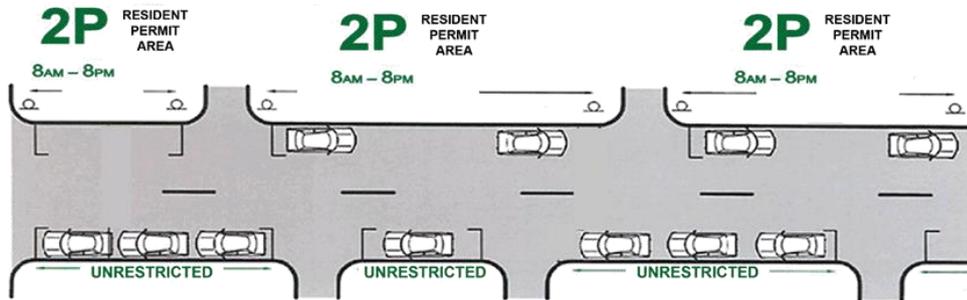


Question options

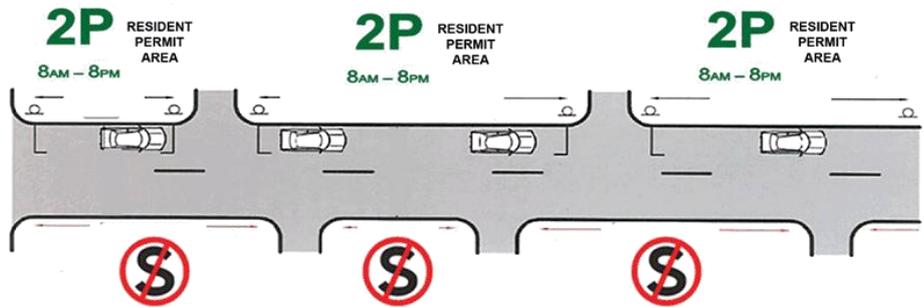
- Yes
- No
- Unsure

Guide for parking restrictions in streets surrounding activity centres
(e.g. your local shops)

Wide streets: 6.8m – 9m wide



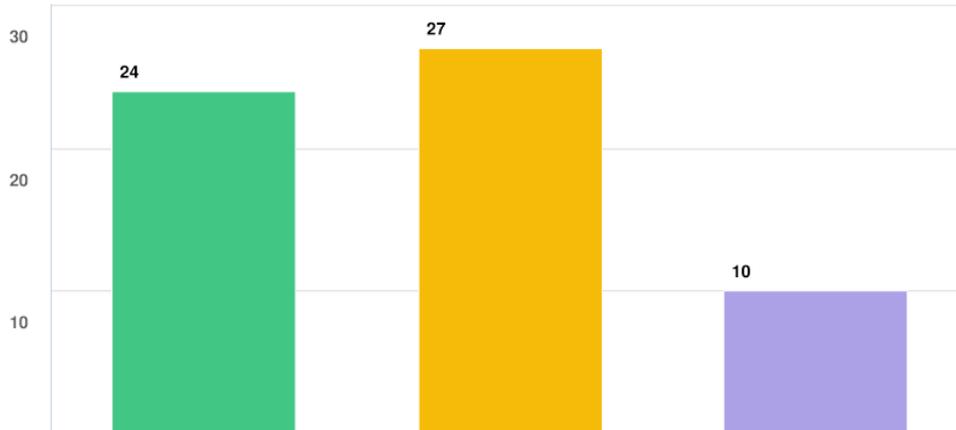
Narrow streets: Less than 6.8m wide



Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

What would you like to see considered?

*This question was for those who answered 'no' or 'unsure' to the previous question:
Do you support this as a guide for implementing parking restrictions in streets surrounding activity centres (e.g. your local shops)?*

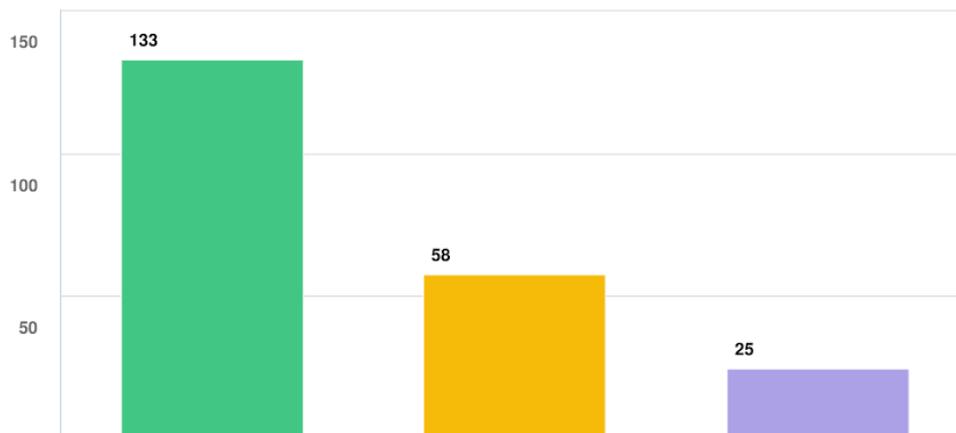


Question options

- No restrictions
- Longer term restrictions
- Shorter term restrictions

Do you support this as a guide for implementing parking restrictions around schools?

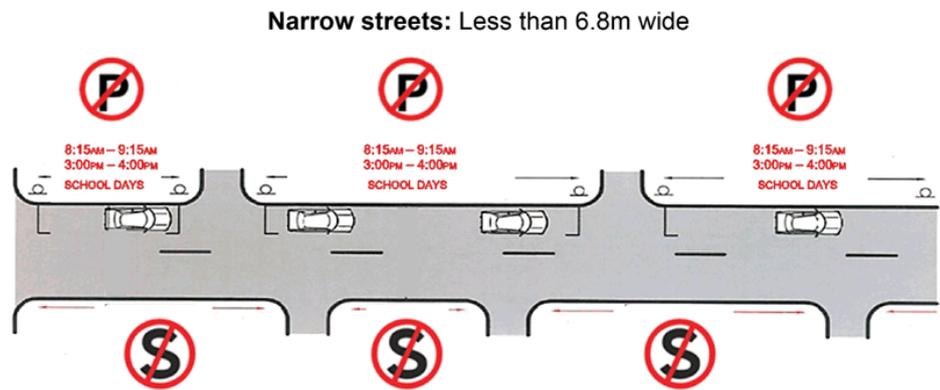
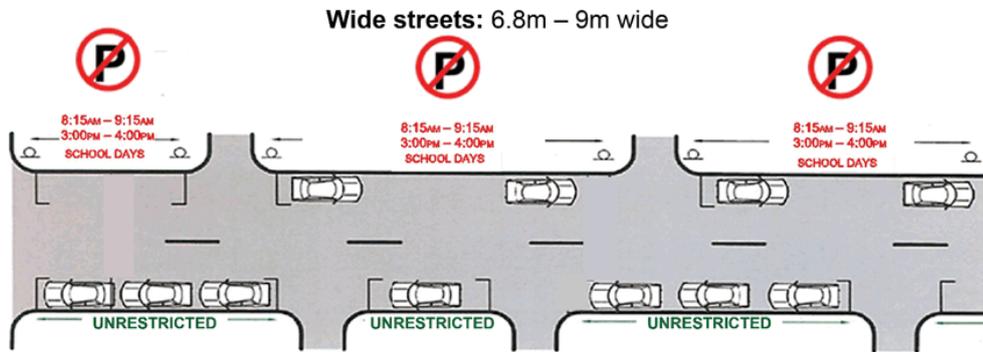
This question refers to the guide outlined on page 10 of this report.



Question options

- Yes
- No
- Unsure

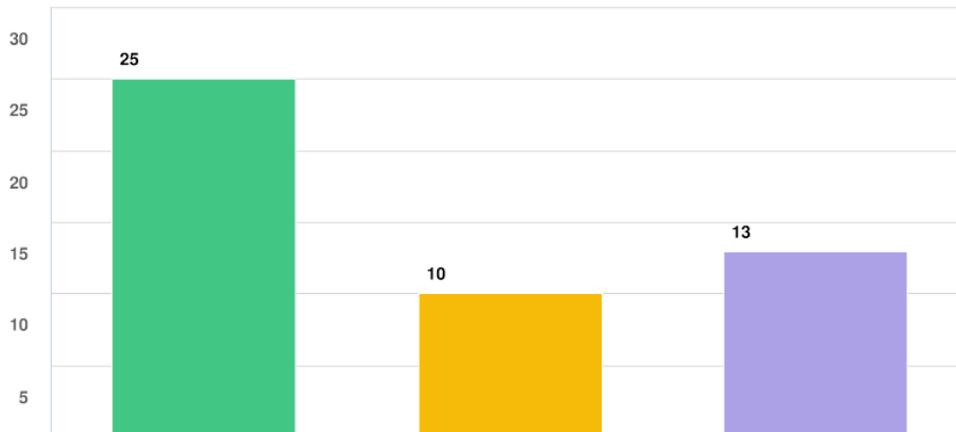
Guide for parking restrictions around schools



Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

What would you like to see considered?

*This question was for those who answered 'no' or 'unsure' to the previous question:
Do you support this as a guide for implementing parking restrictions around schools?*

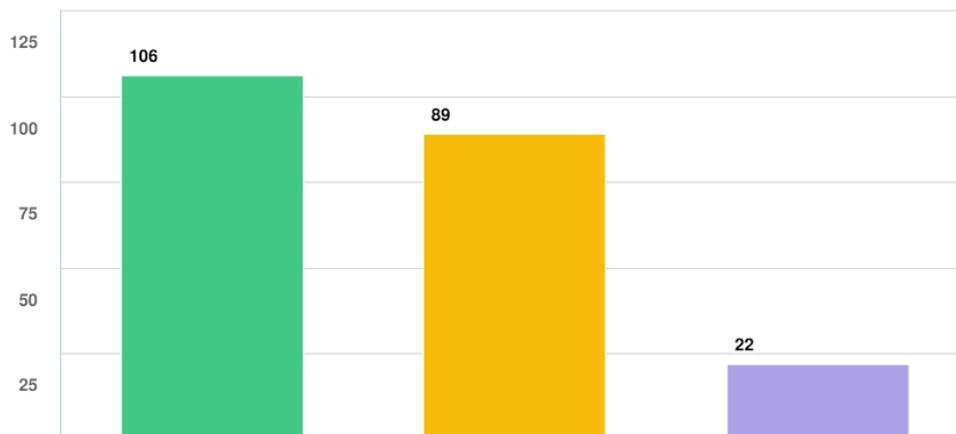


Question options

- No restrictions
- Longer term restrictions
- Shorter term restrictions

Do you support this as a guide for implementing parking restrictions near public transport?

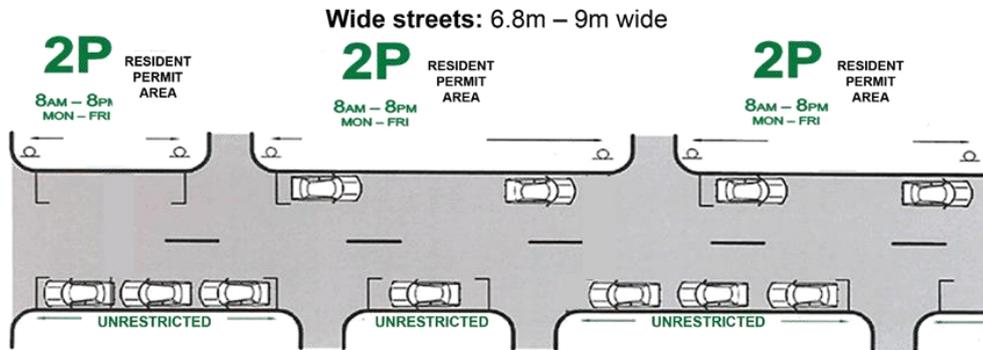
This question refers to the guide outlined on page 12 of this report.



Question options

- Yes
- No
- Unsure

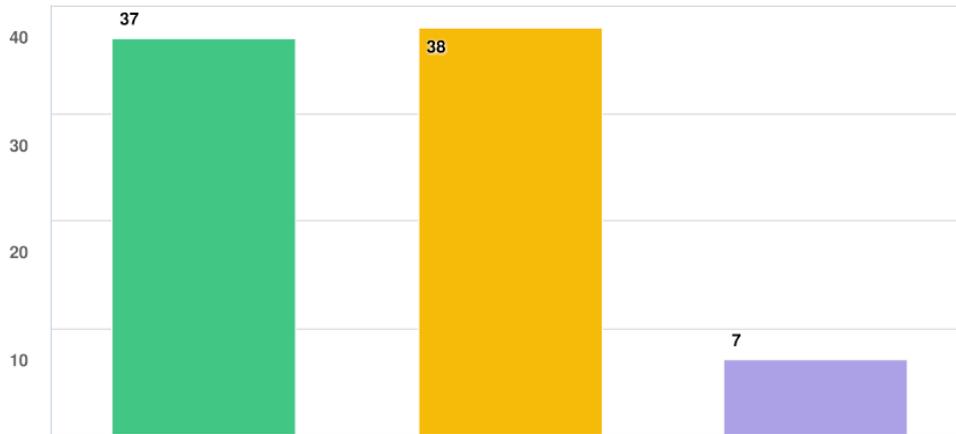
Guide for parking restrictions near public transport



Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

What would you like to see considered?

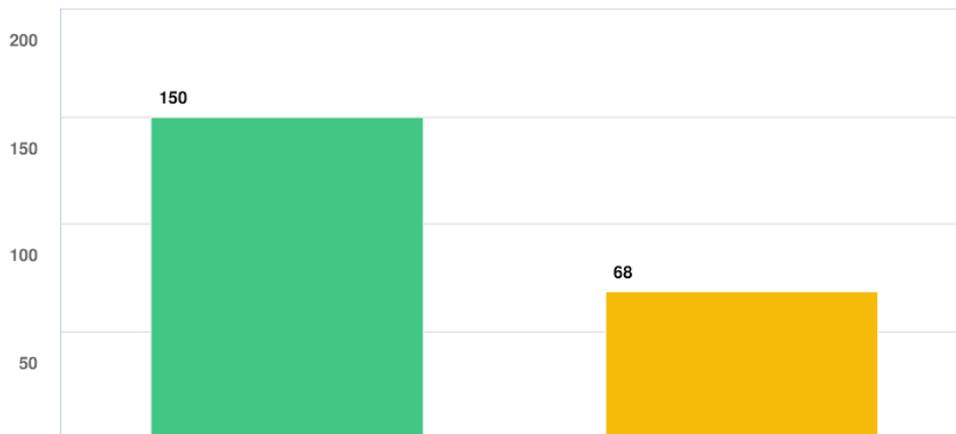
*This question was for those who answered 'no' or 'unsure' to the previous question:
Do you support this as a guide for implementing parking restrictions near public transport?*



Question options

- No restrictions
- Longer term restrictions
- Shorter term restrictions

Do you think Council should review and consider reducing or removing existing parking restrictions in areas where car parking is not being well used?

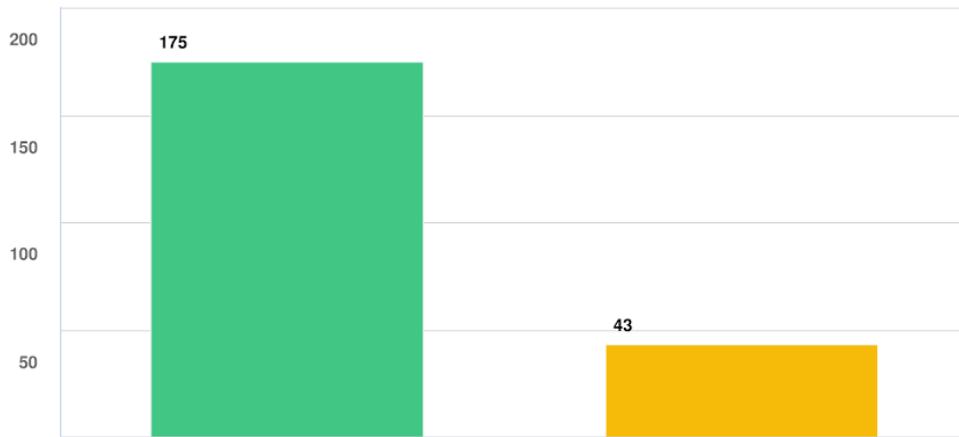


Question options

- Yes
- No

Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

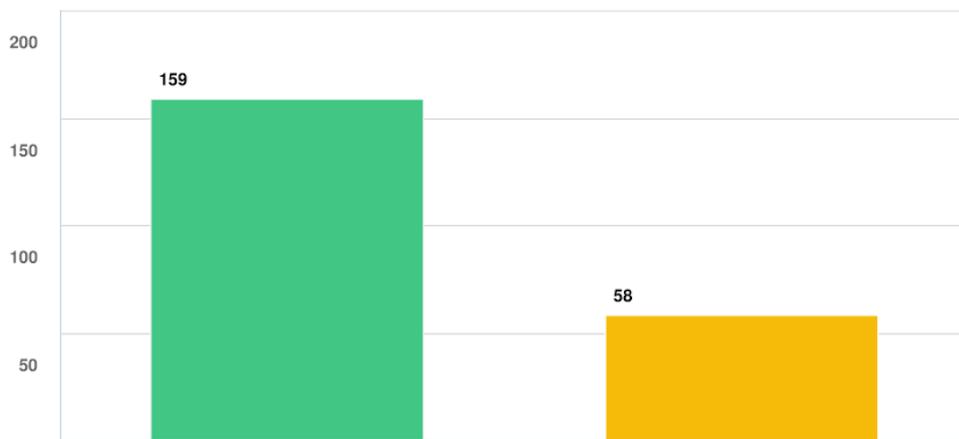
Do you support parking for public transport users and other commuters in reserve car parks (where feasible and at times the reserve is not in use)?



Question options

● Yes ● No

When Council is proposing to introduce changes to parking in Manningham, how would you like to be involved?



Question options

● Consulted ● Advised

Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

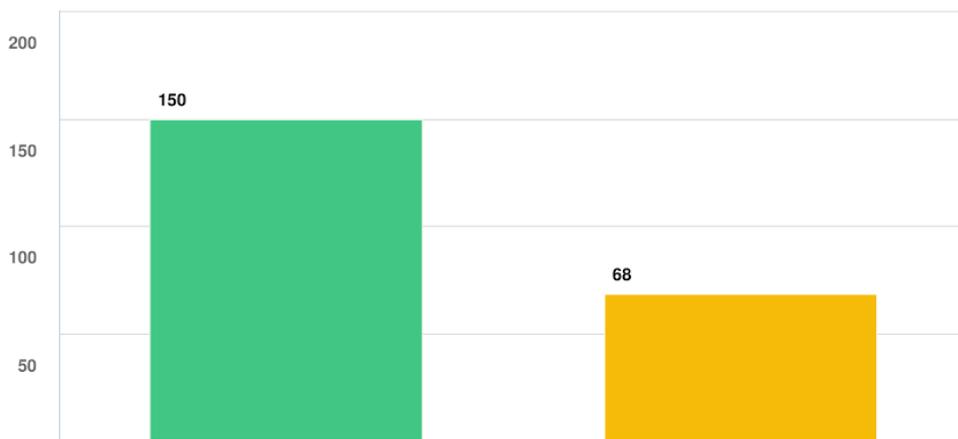
In cases where a safety issue has been identified that can be addressed by Council introducing parking restrictions, are you happy to be advised rather than consulted?



Question options

Yes No

Do you think Council should proactively consider implementing parking restrictions when increased demand is anticipated in an area (i.e. before the demand is realised, such as areas where residential development is occurring)?

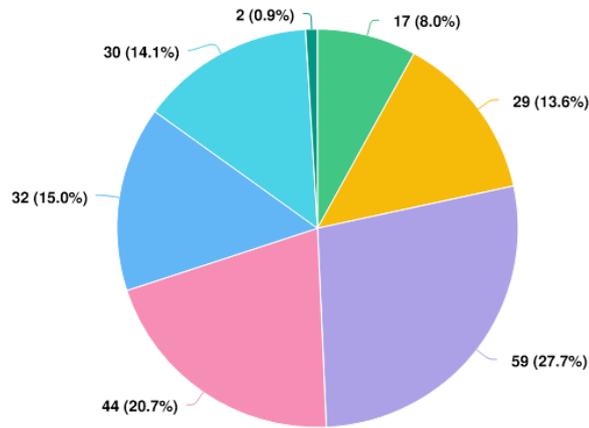


Question options

Yes No

Your Say Manningham : Summary Report for 2 May 2018 to 28 May 2018

Into which age group do you fall?

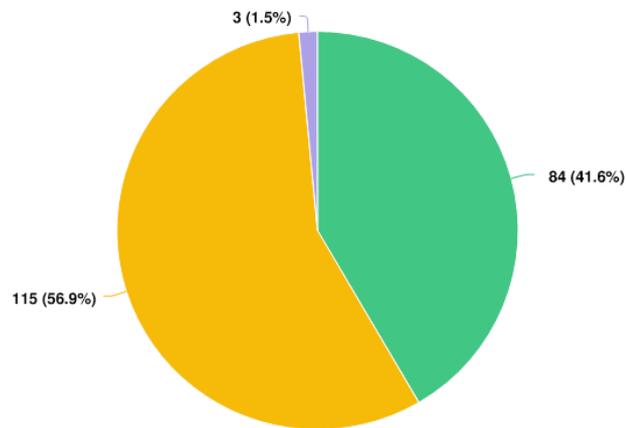


Question options

- 18 - 25
- 26 - 35
- 36 - 45
- 46 - 55
- 56 - 65
- Over 65
- Prefer not to say

Optional question (213 responses, 5 skipped)

What is your gender?

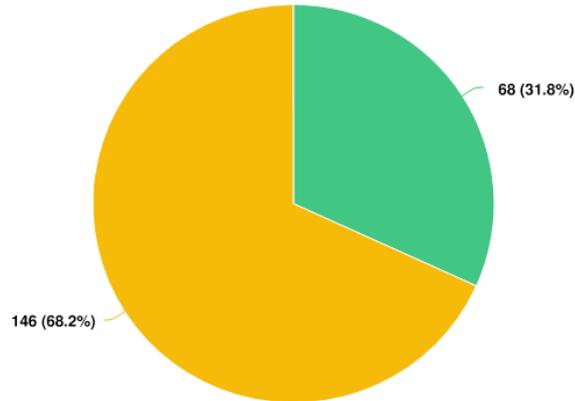


Question options

- Male
- Female
- Other

Optional question (202 responses, 16 skipped)

Do you speak a language other than English at home?

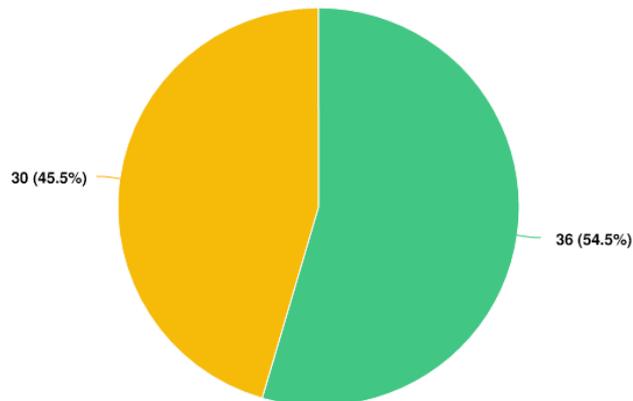


Question options

- Yes
- No

Optional question (214 responses, 4 skipped)

Were you born overseas?



Question options

- Yes
- No

Optional question (66 responses, 152 skipped)

Attachment 2

PARKING MANAGEMENT POLICY - REVIEW CONSULTATION FEEDBACK

The table below provides a summary of key points raised through the consultation period and where appropriate, proposed changes that are included in the draft policy. This includes feedback from community, Councillors and Council officers.

Feedback received	Comments and proposed changes, where applicable.
1. Stagger parking to allow safe movement of traffic	The draft Policy will consider kerbside parking capacity on a case by case basis. Resident preferences will also be considered. It will require that no more than 3 changes of side of street for restrictions. Minimum eligible street length to be 500 metres.
2. Consider extending 2P restrictions to 3P to allow more time for appointments/recreation/dining near activity centres and 4P near public transport routes	<p>Strong feedback was received in favour of 2P along one side and unrestricted parking on the other side streets surrounding activity centres.</p> <p>The draft policy will provide mix of restrictions subject to on trader consultation within Activity Centres and business and customer needs, as well as the policy's Guiding Principles. Need to consider economic impacts on traders and parking capacity.</p>
3. Providing residential permits to businesses with offices in the same area.	Parking permits are not covered by the Parking Management Policy. Feedback received is to be referred to our 'Compliance and Local Laws' unit, for consideration.
4. Introduce 'No Stopping' restrictions at road bends and crests in roads where sight is distance limited.	This will be included in the draft Policy and reflects current practice.
5. No 'Permit Zone' restrictions to be implemented around Doncaster Hill	Permit zones on one side of street benefits abutting residents. Overall, survey respondents showed majority support for the proposed restrictions (59%). The proposed guide for restrictions will be included in the draft Policy.

Attachment 2

Feedback received	Comments and proposed changes, where applicable.
6. Restrictions from 8.00am to 8.00pm - around restaurant areas – e.g. Donburn Shops are too restrictive for restaurant users.	The Policy provides a guide for restrictions. The draft Policy will note that providing flexibility in the termination of restrictions, subject to stakeholder consultation.
7. '2P' restrictions not required on Saturday and Sunday in activity centre	The Policy provides a guide for restrictions, if restrictions are not required on specific days, they will not be installed.
8. 1 hour restrictions around schools too long	The draft Policy will note: The exhibited arrangement involves no parking restrictions, allowing 2 minute parking for a period of two hours each school day. Start and finish times of restrictions may vary if warranted, subject to comment from school and affected residents.
9. Designate parking areas around schools for parents to park and walk	<p>Provision of park and walk facilities will not negate the need for restrictions abutting the school. Restrictions at park and walk facilities need to be determined on a case by case basis.</p> <p>The draft Policy will include: 'Council supports the provision of Park and Walk facilities to improve community health and reduce road congestion abutting schools. Where warranted, the installation of parking restrictions will be considered in consultation with relevant stakeholders'.</p>
10. More park n rides, multi storey car parks, bigger car parks near public transport routes	<p>Capital investment in new parking facilities is beyond the scope of the Policy review.</p> <p>The draft Policy will include: 'Proposed restrictions in Council off-street car parking areas are to be determined on a case by case basis. Priority is to be given to the needs of reserve user groups but where feasible, provide opportunities for other purposes including commuter parking to facilitate access to public transport.'</p>

Attachment 2

Feedback received	Comments and proposed changes, where applicable.
11. Provide '4P' restrictions around major public transport routes	Survey respondents showed narrow majority support for parking restrictions facilitating commuter parking in local streets. In the draft Policy commuter parking is proposed for the unrestricted parking area, not the '2P' areas. '2P' restrictions limit parking and provide for gaps in on-street parking which facilitates two way traffic flow. The proposed restrictions provide scope for the issue of resident permits which will facilitate longer term resident parking in the 2P zone where necessary. '4P' restrictions are not supported accordingly.
12. If environment or parking usage changes, so should the restrictions.	The Policy guides the implementation of restrictions, as parking conditions change.
13. Review parking restrictions in residential streets abutting the Principal Activity Centre (Westfield Doncaster)	The draft Policy recommends introducing '2P' on one side and 'Permit Zone' on the other side of the street for wide streets. Otherwise, '2P Resident Permit Area' on one side and 'No Stopping' on the other side of the street, for narrow streets.
14. Review the parking restrictions in residential streets where apartments and multi-unit sites are prevalent.	The draft Policy recommends introducing '2P Resident Permit Area' on one side and '2P' on the other side of the street, if wide. Otherwise, '2P Resident Permit Area' on one side and 'No Stopping' on the other side of the street, if narrow street.
15. Introducing Work Zone charges The existing policy provides for the creation of Work Zones abutting a building site or development, to provide a dedicated space for construction vehicles. A refundable deposit is charged for installation and maintenance of the Work Zone signs and subsequent reinstatement of the original parking restriction signs.	The draft Policy proposes introducing a charge for the creation of a Work Zone in recognition of the dedicated use of space work zones provide, in addition to the direct cost of administering and installing signage.

Attachment 2

Feedback received	Comments and proposed changes, where applicable.
The designation of Work Zones assists to minimise construction impacts to the local community. There is a need to increase the uptake of work zones which are currently installed on a voluntary basis.	
16. Standardising parking restriction signage	Simplifying and standardising parking restrictions improves clarity, consistency, legibility and compliance. The draft Policy aims to simplify and standardise new restrictions where feasible.
17. Consultation processes	Consult rather than advise residents, unless restrictions are required to improve community safety. Respondents supported Council advising residents rather than consulting where safety is an issue. The draft Policy has been amended accordingly.
18. Changes to overly restrictive existing parking controls.	In cases where existing parking controls are overly restrictive and result in under-utilisation of public parking facilities, community feedback supported review of these restrictions to improve utilisation with 80% of respondents in favour. Community consultation will be undertaken prior to changes being implemented.
19. 'No stopping' parking restriction around school zones in narrow streets are too restrictive.	The draft Policy includes limiting 'No Stopping' in narrow streets to school pick up and drop off times and days.

Attachment 2

COMMUNITY FEEDBACK – ISSUES NOT RELEVANT TO POLICY

Feedback received throughout the consultation process that is not relevant to the Parking Management Policy have been referred in the following ways:

Planning Issues**Recommended response:**

On-street parking is a shared community asset for all road users including residents living in single dwellings, apartments and their visitors.

On-site car parking requirements are specified in the Planning Scheme which outlines the number of car parks required for different land uses. For example, every dwelling with three or more bedrooms will require two or more car parking spaces. These car parking rates are consistent across all planning schemes in Victoria.

A developer can make an application to Council to reduce the car parking requirements for a particular site, however would need to present a sound argument for the reduction with supporting documents. When assessing planning permit applications we look at the impact a development could have on the existing road and traffic network.

For roads managed by VicRoads, we will work with VicRoads to assess planning permit applications.

Enforcement

Comments relating to enforcement of parking restrictions or requirements in specific areas have been referred to Council's Local Laws and Compliance unit.

Specific localised issues relating to traffic movement and safety

Traffic and safety issues relating to specific locations have been referred to Council's Traffic Engineering unit for further investigation.



Draft Parking Management Policy

July 2018



Interpreter service

9840 9355

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PURPOSE

Our Parking Management Policy guides on-street parking and traffic movement around Manningham. It guides the selection of on-street and public parking restrictions and aims to ensure a transparent, consistent, equitable and balanced approach to the management of on-street public parking facilities.

POLICY STATEMENT

Our Parking Management Policy provides a framework to effectively manage kerbside parking in Manningham. This supports our strategic objectives for integrated land use, transport planning, amenity, social inclusion and economic prosperity.

The Policy is intended to guide our assessment and implementation of new parking restrictions. Existing parking restrictions may differ from the restrictions proposed in this policy. We may choose to review the existing restrictions if an issue arises or request for change is made.

Given increasing demand for on-street parking facilities, we aim to ensure safe parking conditions that balance the competing priorities of all road users.

(A) GUIDING PRINCIPLES

The principles underpinning on-street public parking management in priority order are:

1. Promoting a safe, accessible and sustainable road environment for all road users. In general, two way traffic will be facilitated in residential streets but reasonable delays to through traffic movement are acceptable;
2. Maintaining safety along our roads. Where roads are wide enough and two way traffic is safely accommodated, unrestricted parking will be provided;
3. Conversely, parking restrictions may be considered where road geometry and safety considerations support restrictions;
4. Managing parking restrictions to support car parking near public transport;
5. Managing parking so that on-street parking is available within a reasonable distance of one's destination;
6. Implementing parking restrictions only where there is a demonstrated long term need;
7. Minimising parking restrictions, where possible; and
8. Giving due consideration to the needs of all users, including, people with special needs and/or people with a disability, motorcyclists, traders, customers, school communities, residents, commuters and deliveries.



(B) PARKING RESTRICTION GUIDE

These parking management principles are applied to the following land use categories:

- 1. Schools**
 - a. Preschools
 - b. Primary and Secondary schools
- 2. Activity Centres**
 - a. Major and Neighbourhood
 - b. Local
- 3. Council and Community Facilities/Reserves/Sporting Facilities**
 - a. Low Density Residential Zone (LDRZ)
 - b. General Residential Zone – Schedule 1 and Neighbourhood Residential Zone (Residential 1 and 3)
 - c. General Residential Zone – Schedule 2 (Design and Development Overlay 8 (DDO8))
- 4. Residential Areas**
- 5. Loading Zones**
- 6. Work Zones**
- 7. Major Public Transport Routes**
- 8. Private Parking Agreements**

Our Policy also aims to provide guidance on disabled public parking facilities for on-street and off-street parking situations to meet community needs – refer to Section E, Page 10.

To support and reinforce the established parking priorities which reflect the primary activities in a street, the following parking restrictions can be applied. These restrictions mainly apply to roads within the urban environment.

In determining the appropriateness of implementing parking restrictions, reference to a wide road means a road 6.8 metres wide (invert to invert) or greater and a narrow road (road width is restrictive) refers to a road less than 6.8 metres wide (invert to invert), as diagrammatically shown in Figure 1.

Simplifying and standardising parking restrictions improves clarity, consistency, legibility and compliance. Variations in new restrictions within a precinct are to be minimised where feasible.



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LOCATION	PROPOSED RESTRICTIONS	COMMENTS
1. Schools		
Preschools	Parking restrictions are generally not required unless traffic flow is impeded or safety compromised.	'Drop off' times can vary considerably for pre-schools and there is no defined peak parking demand.
Primary and Secondary Schools (Refer Plan 1)	<p>'No Parking, SCHOOL DAYS'</p> <p>Time limits for 'No Parking' to apply for one hour duration in the AM and PM school peak (on school side of road).</p> <p>'No Stopping' restrictions to apply on other side of road with days and hours matching the restrictions on the other side of the road.</p> <p>Prohibit parking in court bowls adjacent to the school in peak school periods, where required. Parking may be considered along the straight section of a court subject to safety and engineering considerations.</p>	<p>The proposed times may vary to reflect the residential character and school operating hours. The operation times will be set following consultation with the school. Property owners will be advised of the operation times.</p> <p>'No Parking' restriction near gate access points. Parking areas to be provided beyond the 'No Parking' zone(s).</p> <p>Where warranted, install linemarking to achieve adequate clearances around driveways for vehicles to access properties.</p> <p>Council supports the provision of Park and Walk facilities to improve community health and reduce road congestion abutting schools. Where warranted, the installation of parking restrictions will be considered in consultation with relevant stakeholders.</p>
2. Activity Centres		
Principal Activity Centre (Westfield Doncaster) and parts of Doncaster Hill (Refer Plan 2)	Within the centre	Specific hours of operation for parking controls will generally be guided by centre trading hours and be subject to consultation with traders.
	Streets surrounding major activity centre	<p>'2P, 8am-8pm', one side of the road and 'Permit Zone 8am-8pm' on the other side</p> <p>OR</p> <p>'2P, 8am-8pm, Resident Permit Area' on one side of the road and 'No</p>
		<p>Parking restrictions may vary from site to site, shop trading hours and specific requirements of adjacent business/shops.</p> <p>Generally applicable to residential streets within 100 to 200 metres radius (approx) of the activity centre.</p> <p>Consideration may be given to alternative hours of operation and restriction durations where there is a demonstrated need, the Policy principles can be achieved and community consultation supports the</p>



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LOCATION	PROPOSED RESTRICTIONS	COMMENTS
	Stopping on the other side of road if road width is restrictive.	change. On longer street, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road – refer Plan 6.
Major, Neighbourhood and Local Activity Centre (Refer Plan 3)	Within the centre	Specific hours of operation for parking controls will generally be guided by the centre trading hours and be subject to consultation with traders and adjacent residents, if applicable.
	Streets surrounding major, neighbourhood and local activity centre	'2P, 8am-8pm' Resident Permit Area (on one side of the road) Unrestricted on other side of road, if safe. 'No Stopping' on the other side of road, if road width is restrictive.
		Generally applicable to residential streets within 100 metre radius (approx) of activity centre. Consideration may be given to alternative hours of operation and restriction durations where there is a demonstrated need, the Policy principles can be achieved and community consultation supports the change. The signs shall stipulate 'Including Public Holidays' On longer streets, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is



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LOCATION	PROPOSED RESTRICTIONS	COMMENTS
		majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road – refer Plan 6.
<p>3. Local Access Streets Adjoining Major Public Transport Routes</p> <p><i>(Refer to Manningham Planning Scheme for definition of Access Street)</i></p> <p>(Refer Plan 4)</p>	<p>'2P, 8am-8pm Mon-Fri' Resident Permit Area (on one side of the road).</p> <p>Unrestricted on other side of road, if safe.</p> <p>'No Stopping' on the other side of road if road width is restrictive.</p>	<p>The Resident Permit Parking restriction shall be implemented on the side of the local street that commuters enter from the main road.</p> <p>On longer streets, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road – refer Plan 6.</p>
<p>4. Local Access Streets Adjoining Council and Community Facilities/ Reserves/ Sporting Facilities</p>	<p>Specific hours of operation for parking controls will be subject to consultation with club representatives and adjacent residents, if applicable.</p>	<p>Parking restrictions and operating hours may vary from site to site.</p> <p>Where feasible, investigate opportunities to facilitate commuter parking in reserve carparks along major public transport routes.</p> <p>On longer streets, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road – refer Plan 6.</p>
<p>5. Loading Zones</p>	<p>Parking restrictions to be applied in consultation with traders.</p>	



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LOCATION	PROPOSED RESTRICTIONS	COMMENTS
6. Residential Areas <i>(Refer to Manningham Planning Scheme for Residential Zones)</i>		
Low Density Residential Zone (LDRZ)	Generally, no parking restrictions.	Parking restrictions may be considered if the road geometry, such as road bends or hills, and safety considerations do not permit parking on both sides of the road.
General Residential Zone – Schedule 1 (Res 1 and 3) Neighbourhood Residential Zone	Generally, no parking restrictions.	Parking restrictions may be considered if the road geometry, such as road bends or hills, and safety considerations do not permit parking on both sides of the road.
General Residential Zone – Schedule 2 (Design and Development Overlay 8 (DDO8)) (Refer Plan 5)	'2P, 8am-8pm,' Resident Permit Area (on one side of the road). '2P, 8am-8pm' on other side of road, if safe. 'No Stopping' on the other side of road if road width is restrictive, otherwise, leave as unrestricted.	Kerbside waste collection service requirements will be considered when setting parking restriction time limits. On longer streets, staggering parking controls will be considered to provide parking opportunities for residents on both sides of the street and reduce traffic speeds. In general, staggering of restrictions will only be considered in streets exceeding 500 metres in length and only if there is majority stakeholder support. At minimum, restrictions will be applied over a length of 250m on a given side of the road.
7. Work Zones	Parking restrictions to be applied in accordance with the approved Construction Management Plans (CMP) for the proposed development or where required.	Parking restrictions will only apply to the streets abutting the construction/building site to the road reserve and for the duration of the construction only. A fee to create a Work Zone will apply.
8. Private Parking Agreements	Parking restrictions to be applied in accordance with Agreement between the property owner and Council.	Private parking Agreements may be entered into with other parties, but for commercial developments only and where it is deemed the community will generally benefit from the arrangement.



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Proposed restrictions in Council off-street car parking areas are to be determined on a case by case basis. Priority is to be given to the needs of reserve user groups but where feasible, provide opportunities for other purposes including commuter parking to facilitate access to public transport.

Definitions and applicable Road Safety Road Rules:

The following information is based on the Road Safety Road Rules 2009 and was current at the time of Policy adoption. This information is subject to change.

1. **No Stopping** – Road Rule 167

A driver must not stop on a length of road or in an area to which a no stopping sign applies.

2. **No Parking** – Road Rule 168

- (1) *The driver of a vehicle must not stop on a length of road or in an area to which a no parking sign applies, unless the driver*
 - (a) *is dropping off, picking up, passengers or goods; and*
 - (b) *does not leave the vehicle unattended; and*
 - (c) *completes the dropping off, pick up, of the passengers or goods, and drives on, as soon as possible and, in any case, within the required time after stopping.*
- (2) *For this rule, a driver leaves a vehicle **unattended** if the driver leaves the vehicle so the driver is over 3 metres from the closest point of the vehicle.*
- (3) *In this rule, **required time** means*
 - (a) *if information on or with the sign indicates a time – the indicated time; or*
 - (b) *if there is no indicated time – 2 minutes; or*
 - (c) *if there is no indicated time, or the indicated time is less than 5 minutes, and rule 206 applies to the driver – 5 minutes.*

3. **Loading Zone** – Road Rule 179

- A driver must not stop in a loading zone unless the driver is driving*
- (a) *a bus, or commercial passenger vehicle licensed under the Transport Act 1983 that is dropping off, picking up, passengers; or*
 - (b) *a truck that is dropping off, or picking up, goods; or*
 - (c) *a courier vehicle displaying a courier vehicle sign; or*
 - (d) *a delivery vehicle displaying a delivery vehicle sign; or*
 - (e) *a vehicle that is dropping off, picking up, goods which*
 - (i) *is constructed principally for carrying loads, and is not a sedan, station wagon or motor bike; and*
 - (ii) *has displayed on it a registration label or other identifying label or mark issued or approved by the Corporation indicating that in the opinion of the Corporation the vehicle is constructed principally for carrying loads; or*



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(iii) a taxi that is dropping off or picking up passengers or goods.

A driver who is permitted to stop in a loading zone must not stay continuously in the zone for longer than

- (a) 30 minutes; or
- (b) if information on or with the loading zone sign applying to the loading zone indicates another time – the indicated time.

A Loading Zone is a length of road to which a loading zone sign applies.

4. **Works Zone – Road Rule 181**

A driver must not stop in a works zone unless the driver is driving a vehicle that is engaged in construction work in or near the zone. A Works Zone is a length of road to which a works zone sign applies.

5. **Resident Permit Area** – is a parking control that applies to a designated area where a particular group of vehicles (eg. those belonging to local residents) is exempted from time limit restrictions on a parking control panel.

6. **What is a Vehicle – Road Rule 15**

(1) A vehicle is a conveyance that is designed to be propelled or drawn by any means, whether or not capable of being so propelled or drawn, and includes

- a. a motor vehicle, trailer and tram; and
- b. a bicycle; and
- c. an air-cushion vehicle – but does not include a train.

(2) However, a reference in these Rules (except in this Division) to a vehicle –

- a. includes a reference to
 - i. an animal that is being ridden or is drawing a vehicle; and
 - ii. a combination; but
- b. does not include a reference to
 - i. a wheelchair other than a motorised wheelchair capable of a speed of 10 kilometres per hour or more; or
 - ii. a wheeled recreational device; or
 - iii. a wheeled toy.



(C) VEHICLE PARKING PERMITS IN RESIDENTIAL AREAS

Parking permits are available to residents in some areas of Manningham. Introducing vehicle parking permits will generally only be considered in residential areas with high parking occupancy and competing demands from other road users. Residential vehicle parking permits allow permit holders to park unrestricted in timed parking areas.

Permits allow residents greater opportunity to park near their property. They are not designed to guarantee a parking space directly in front of your property. Visitor parking permits are transferable between vehicles, but are tied to the street the resident lives on and only valid when specified on the signs. Vehicle specific permits may only be used by that vehicle.

For information on the duration of validity, cost and the number of residential parking permits available per property, please refer to Manningham's Parking Permit Policy 2017.

Implementing permit parking in residential areas may be considered when there is greater than 60% parking occupancy on both sides of a length of road for a continuous period exceeding 4 hours or where identified in this Policy. The extent/length of road under consideration for which a parking restriction may be warranted will be assessed by the Traffic Engineer.

(D) VEHICLE PARKING PERMITS FOR TRADERS

Vehicle parking permits for traders are designed to provide parking opportunities for business owners and employees in an activity centre. Vehicle parking permits for traders will be considered in Council controlled off-street car parks if requested by traders. We will assess the area to understand parking needs.

The vehicle parking permit area for traders will be determined in consultation with Council's Business and Events unit, Approvals and Compliance unit and the Traders Association. Vehicle parking permits for traders are transferable between vehicles to allow various staff members to use them – a fee applies. However, Council may in the future move to vehicle specific trader permits.

(E) VEHICLE PARKING BAYS FOR PEOPLE WITH DISABILITIES

We will provide vehicle parking bays for people with disabilities in convenient locations in commercial areas and near community facilities in accordance with the provisions below and taking into account the key objectives of Council's Disability Access and Inclusion Plan 2013-2017 Action Plan. In particular, Council's Objective in Priority Area 2 of the Action Plan is to improve access and inclusion to the built environment, transport, events and services.

All requests will be considered on their individual merits.



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On-street and off-street vehicle parking bays for people with disabilities, will be assessed based on:

- the nature of the facilities and the user groups requiring access;
- the requirements of the Australian Standards; and
- occupancy surveys where there is a request for additional bays.

Where the occupancy survey shows that existing vehicle parking bays for people with disabilities are occupied over 80 percent of the time of operation of the facility, the provision of a new parking bay may be considered within the vicinity, subject to space availability, engineering considerations and impacts on overall parking demand and availability. However, should the assessed occupancy rate be lower than 80%, the site will not be eligible for reassessment for a period of 12 months.

Prior to installing a vehicle parking bay for people with a disability, we will consider the availability of safe pedestrian access to the bay(s), impacts on pedestrian facilities, traffic safety, topography and other factors.

Vehicle parking bay geometry, line marking and signage will be constructed in accordance with Disability and Discrimination Act (DDA) guidelines and Australian Standards AS2890 Part 6. Other appropriate infrastructure such as pram ramps will also be installed. The rate of provision of parking bays in commercial areas will generally be in accordance with the provisions of Australian Standards AS2890 Part 6, except in exceptional circumstances.

To access these bays, the relevant disabled parking permit must be displayed at all times. Vehicle parking bays for people with a disability operate on a first-come first served basis and a permit does not guarantee the availability of a space.

(a) Residential Areas

Generally, provision of new on-street parking bays for people with disabilities in residential areas will not be supported.

(b) Commercial Areas

In commercial areas or near community facilities, off-street parking bays for people with a disability should be conveniently located, within close proximity to the destination or entrance of the facility. Parallel parking bays are not particularly suitable in these areas as they place the driver with a disability in the path of traffic when accessing the vehicle and are to be avoided.

(c) Schools

Disabled parking bays for use by parents should be located within the school premises.

Requests from schools to install parking bays for people with a disability outside



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the school premises will not be supported, except in exceptional circumstances, on a cost shared basis.

(d) Parking Bay Time Restrictions

When assessing whether any time restriction should be placed on a parking bay for people with disabilities, the following factors will be considered:

- purpose of the visit to the facilities to be accessed and parking duration required; and
- level of utilisation, occupancy and turnover at various times throughout the day and week;

(F) LOADING ZONES

Allocation of Loading Zones

A loading zone is a section of on-street or off-street space that can be used for the loading and unloading of goods and materials. Loading zones can be subject to time and day specific restrictions. The location and size of the loading zone will be established in consultation with relevant parties.

Parking in loading zones is permitted only temporarily and while engaged in loading and unloading activity. The loading zone may be used by any business or individual and is to be available to the general public.

A request for a loading zone may be denied due to:

- potential effects on traffic flow;
- non-compliance with VicRoads regulatory guidelines;
- objections raised by affected traders and persons;
- lack of available off-street parking space or lack of availability of rear access to the property; and/or
- competing demands for space.

Any on-street loading zones should be spread out rather than centralised to ensure appropriate usage and convenience. Locations will take account of the mix of businesses and differing demands.

Subject to the operation of clearways, the loading of goods is encouraged before 9:00am, Mon to Friday. This will reduce the required hours of operation of loading zones, therefore allowing more general parking for customers. Unless specifically required and there is a demonstrated need, loading zones will not operate on weekends.

The number and location of loading zones should be assessed in consultation with relevant officers from Council's Business and Events Unit, Approvals and Compliance unit and local business representatives.

Requests for on-street loading zones will be assessed taking account of available off-street loading opportunities, the ability for these facilities to be shared and competing



demands for kerbside space.

Loading Zones will generally be restricted to 30 minutes. In some circumstances, it may be appropriate to vary time controls according to business needs.

No requests for Loading Zones to serve residential properties will be supported.

(G) WORK ZONES

A work zone is a temporary parking zone abutting a building site or development. It is commonly used when building works are occurring in a congested area to provide dedicated space for construction vehicles.

The location and extent of a work zone will be assessed by Council's Traffic Engineers and approval will be subject to assessment of the surrounding road and traffic conditions.

An application to implement a Work Zone will need to be made to Council for approval. Fees will apply in accordance with the permit issued for use of road space abutting the construction/building site, in addition to the cost of administering the process and installing and removing signage.

(H) PARKING SENSORS

In-ground parking sensors – Vehicle Detection Units (VDU)

The introduction of in-ground parking sensors may be considered to encourage timely parking turnover and facilitate improved compliance with restrictions.

Parking sensors may be installed in certain on-street time restricted bays, loading zones, disabled parking bays and off-street car parks.

(I) PRIVATE PARKING AGREEMENTS

Where there is a benefit to the general community, Manningham Council may enter into Agreements with private property owners for the management and enforcement of parking restrictions for specified commercial parking areas located on private property. Manningham Council will not take over maintenance and management responsibilities of the parking signs within private property until the following steps have been undertaken:

- (a) an Agreement has been executed and entered into between Manningham Council and the private property owner;
- (b) the first round of parking signs within the designated parking area as specified within the Agreement has been installed at the expense of the commercial property land owner. All existing signs are to be upgraded to current standards prior to Manningham Council taking over maintenance responsibilities at the expense of the land owner.



Depending on the context of the agreement, Manningham Council or the owner will replace as soon as practicable, any damaged, defaced, illegible or missing parking sign at its costs and replace at an appropriate time any parking signs made redundant by any legislative change.

(J) DECISION MAKING FOR PARKING MANAGEMENT CHANGES

When a parking issue is reported or a request for change is made, we will investigate. This may include assessing the location at different times and days of the week to clarify the problem, identify causes and assess potential for changes.

We will consider the following:

- (a) Road safety and road geometry
- (b) Sight distance
- (c) Traffic volume
- (d) Level of congestion
- (e) Private property access
- (f) Previous complaints to determine if the issue has been an ongoing problem, been assessed or resolved previously or is in conflict with other requests
- (g) Current restrictions in the immediate vicinity
- (h) Land uses adjacent to and along the street
- (i) Building activity
- (j) Parking enforcement observations and trends in infringement notices in the street
- (k) Specific uses, such as schools, childcare centres, hospitals, aged care centres, cyclists and pedestrians
- (l) Assessment of current use
- (m) Neighbouring car parks, their capacity and use
- (n) Proximity to public transport - bus stops and facilities
- (o) Major parking generators, such as restaurants/sports facilities/reception centres)
- (p) Precinct basis or individual street treatment
- (q) Parking sign locations
- (r) Street lighting.

(K) CONSULTATION

In line with our Community Engagement Framework, we consider community consultation and engagement an essential part of good governance and leadership.

We will inform and/or consult with community members and, where appropriate, provide opportunity for community feedback.

If we identify a safety issue that can be addressed through parking restriction changes, this will be communicated before these changes are implemented.



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For all other proposed changes to parking restrictions, consultation will be undertaken in line with our Community Engagement Framework.

Feedback received from any consultation process will help inform our assessment and decision on the proposed changes. This decision would be made under delegation by the relevant Directors of Council.

(L) RETROSPECTIVE CHANGES TO EXISTING PARKING RESTRICTIONS

Review of existing parking restrictions may be supported for the following reasons:

- A changing environment resulting from increased building activity, development or other external imperatives.
- An opportunity to optimise the availability of on-street parking facilities in areas where on-street parking is underutilised.

Proposed changes to existing parking restrictions should be considered in accordance with the principles and parking controls set out within the policy. Stakeholder consultation must be undertaken prior to making changes to existing parking restrictions.

(M) APPEALS

Any person may lodge an appeal against a decision made by an Authorised Officer in writing within 14 days of full notification of the decision being made. Appeals must be forwarded to:

Manager Engineering and Technical Services
Manningham City Council
P O Box 1
DONCASTER VIC 3108

- When notifying the person(s) of Council's decision, the person(s) must be advised of any right to have the decision internally reviewed.
- The response must outline how the application for review can be made.
- Once the internal review process has been completed, the findings of the review must be communicated to the applicant in writing within 28 days.



SCOPE OF POLICY

Our Policy will guide Officers, Council, Manningham businesses and the community.

RESPONSIBILITY

Manager, Engineering and Technical Services
Engineering Services Coordinator

RELATED POLICIES

- Council Plan 2017-2021
- Parking Permit Policy 2017
- Manningham Planning Scheme
- Inclusive Manningham Strategy 2018-2021 (*to replace Disability Access and Inclusion Plan 2013-2017*)
- Manningham Integrated Transport Strategy 2009 (*to be reviewed*)
- Healthy City Plan

GUIDELINES

- Australian Standards AS 1742 and AS 2890
- VicRoads Traffic Engineering Manual

RELATED LEGISLATION

- Local Government Act 1989
- Road Safety (Traffic Management) Regulations 2009
- Road Safety Road Rules

SUPPORTING RESEARCH AND ANALYSIS

Our Policy has been prepared following consultation with and feedback from the community, councilors and officers. The Policy takes into account the issues and concerns of stakeholders and provides a balanced guide to support an open and transparent decision making process.



DOCUMENT HISTORY

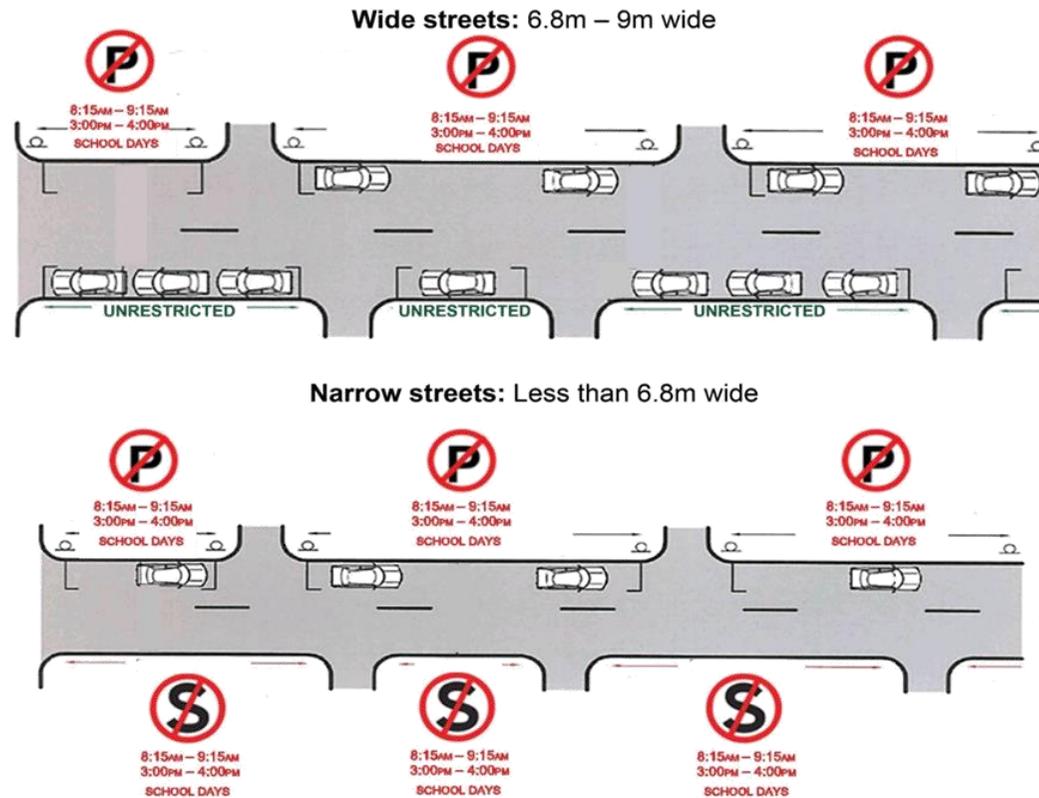
Policy Title:	Manningham Parking Management Policy 2018
Responsible Officer:	Richard Bramham
Responsible Officer Position:	Acting Manager Engineering and Technical Services
Next Review Date:	October 2021
To be Included on Website?	Yes

Last Update	Meeting Type (Council or EMT)	Meeting Date	Item Number



Plan 1 – Streets Surrounding Schools

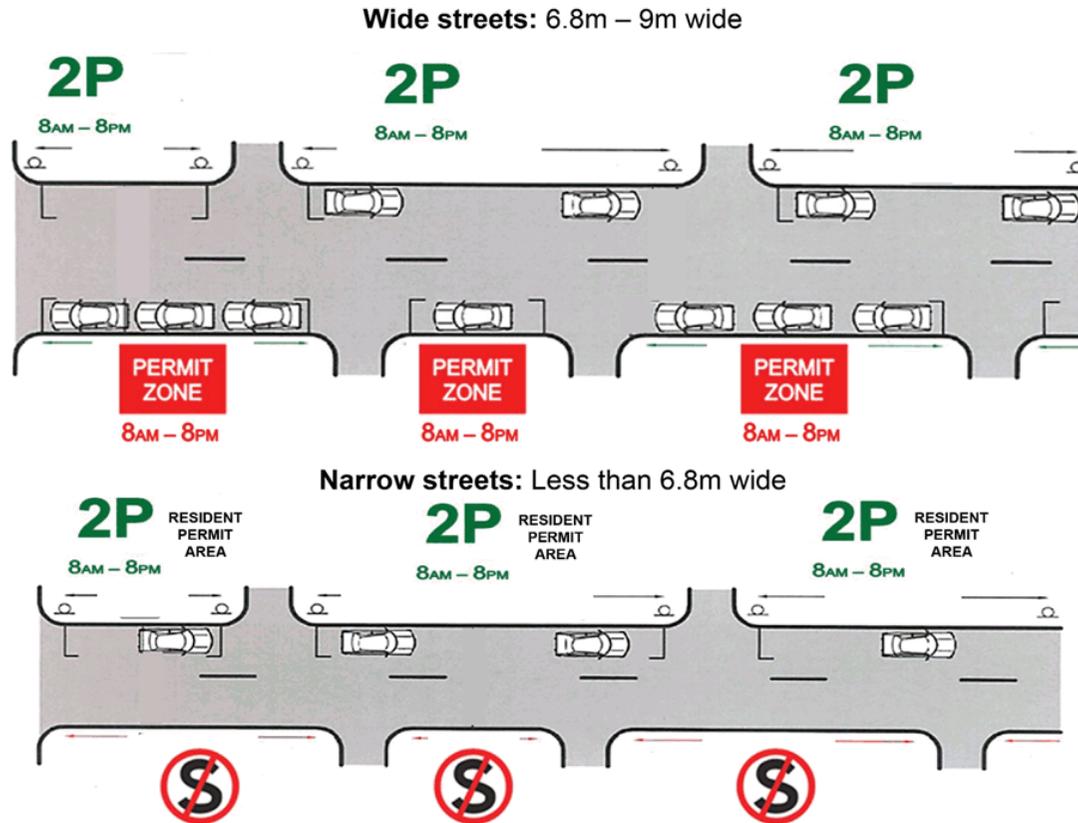
(Proposed times may vary to reflect residential character and school operating hours)



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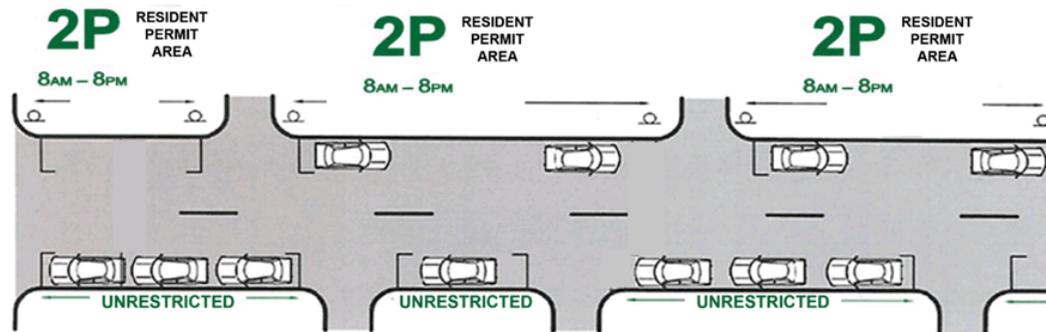
Plan 2 – Principal Activity Centre – Westfield Doncaster



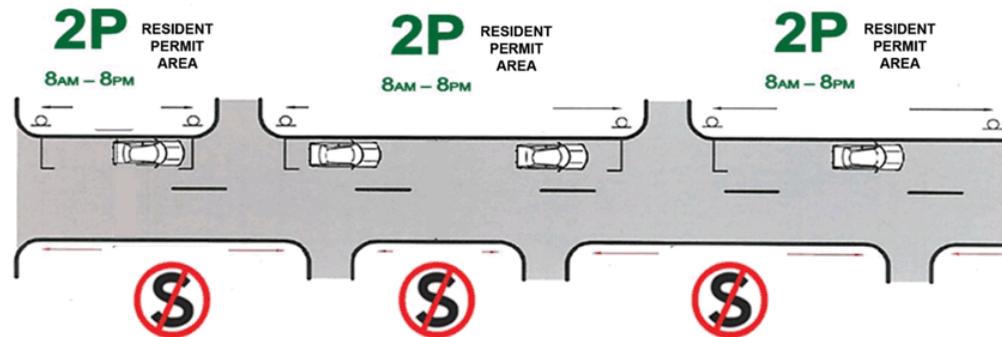


Plan 3 – Major Neighbourhood and Local Activity Centres

Wide streets: 6.8m – 9m wide

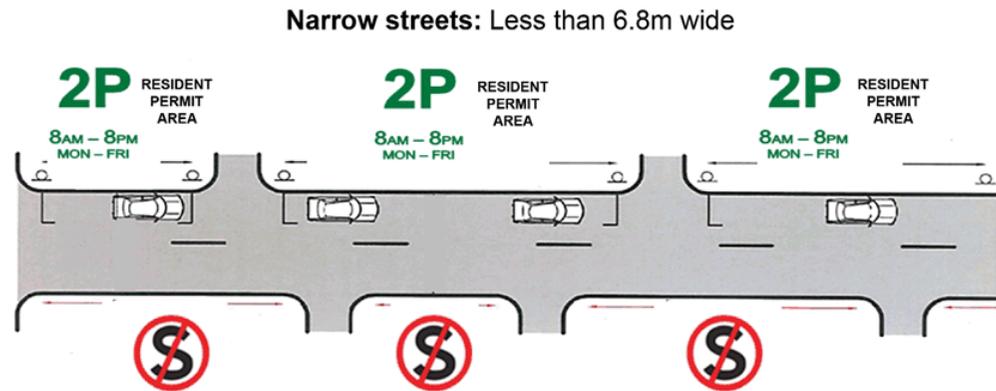
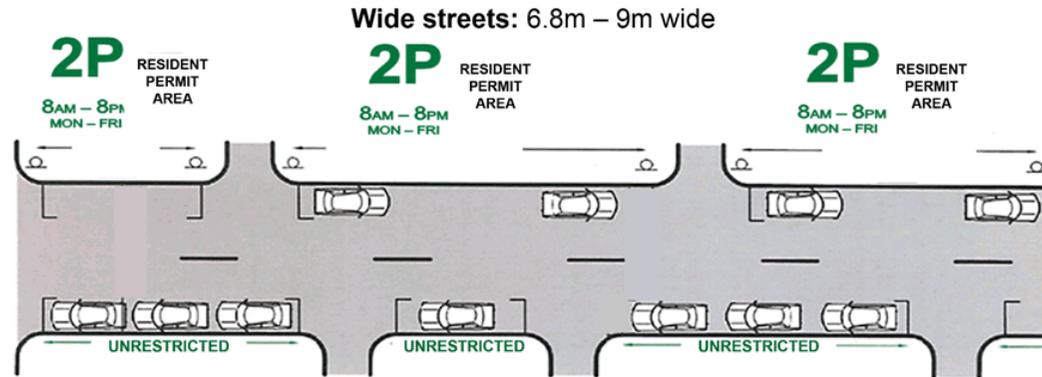


Narrow streets: Less than 6.8m wide



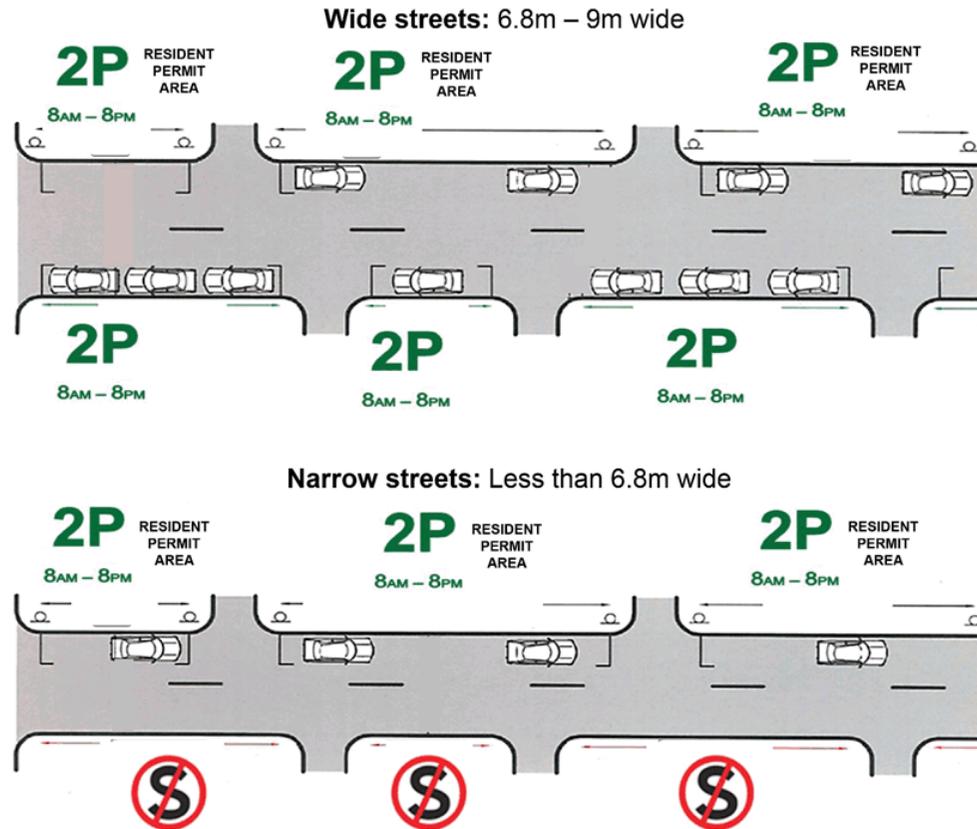


Plan 4 – Local Access Streets Adjoining Major Public Transport Routes





Plan 5 – General Residential Zone (Schedule 2) – Design and Development Overlay



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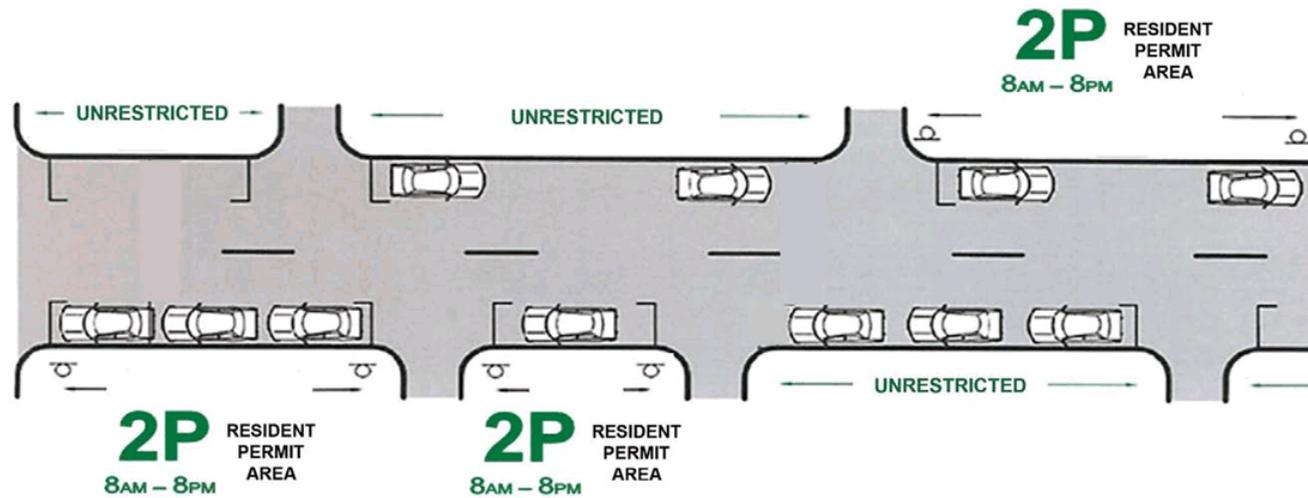
23



Plan 6 – Schematic Staggered Parking Arrangement

(Minimum 250 metres length for staggered restrictions on each side of the street)

Wide streets: 6.8m – 9m wide



12 COMMUNITY PROGRAMS

There are no Community Programs reports.

13 SHARED SERVICES

There are no Shared Services reports.

14 CHIEF EXECUTIVE OFFICER

14.1 Appointment of an Acting Chief Executive Officer

File Number: IN18/320
Responsible Director: Executive Manager People and Governance
Attachments: Nil

EXECUTIVE SUMMARY

Mr Warwick Winn has tendered his resignation from the position of Chief Executive Officer of Manningham City Council effective from 24 August 2018.

Council is required by the Local Government Act 1989 to appoint an Acting Chief Executive Officer in the absence of the Chief Executive Officer or when the position is vacant.

1. RECOMMENDATION

That:

- A. Council appoint _____ to be the Acting Chief Executive Officer;**
- B. Council authorise the Acting Chief Executive Officer to exercise all powers and authorities of the position of Chief Executive Officer for the period of their appointment; and**
- C. The period of appointment be from close of business on Friday, 24 August 2018 until such time as the permanent position is appointed and the successful incumbent commences.**

2. BACKGROUND

- 2.1 Mr Warwick Winn has tendered his resignation from the position of Chief Executive Officer of Manningham City Council effective from Friday 24 August 2018.
- 2.2 The *Local Government Act 1989* requires Council to make a permanent appointment to the position of Chief Executive Officer as soon as is reasonably practicable after a vacancy in the position occurs.
- 2.3 Council has commenced the recruitment process for a new Chief Executive Officer, however, there will be a period of vacancy that requires Council to appoint an Acting Chief Executive Officer before the vacancy is filled.
- 2.4 Council may appoint a person to act as its Chief Executive Officer for a period of not more than 12 months.
- 2.5 The person appointed to the Acting Chief Executive role will assume the various powers and authorities undertaken by virtue of the position.

3. DISCUSSION / ISSUE

It is proposed that Council appoint an Acting Chief Executive Officer for the period from close of business on Friday, 24 August 2018 until such time as a permanent appointment to the position of Chief Executive Officer occurs and the successful incumbent commences.

4. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

14.2 Record of Assembly of Councillors

File Number:	IN18/322
Responsible Director:	Chief Executive Officer
Attachments:	<ol style="list-style-type: none">1 Municipal Emergency Management Planning Committee - 4 May 2018 ↓ 2 Open Space and Streetscape Design Advisory Committee - 28 May 2018 ↓ 3 Strategic Briefing Session - 3 July 2018 ↓ 4 Strategic Briefing Session - 10 July 2018 ↓ 5 Senior Citizens Reference Group - 11 July 2018 ↓ 

EXECUTIVE SUMMARY

Section 80A of the Local Government Act 1989 requires a record of each meeting that constitutes an Assembly of Councillors to be reported to an ordinary meeting of Council and those records are to be incorporated into the minutes of the Council Meeting.

1. RECOMMENDATION

That Council note the Records of Assemblies for the following meetings and that the records be incorporated into the minutes of this Council Meeting:

- **Municipal Emergency Management Planning Committee – 4 May 2018**
- **Open Space and Streetscape Design Advisory Committee – 28 May 2018**
- **Strategic Briefing Session – 3 July 2018**
- **Strategic Briefing Session – 10 July 2018**
- **Senior Citizens Reference Group – 11 July 2018**

2. BACKGROUND

2.1 An Assembly of Councillors is defined in the Local Government Act 1989 as a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of the Council staff which considers matters that are intended or likely to be:-

2.1.1 The subject of a decision of the Council; or

2.1.2 Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation.

2.2 An advisory committee can be any committee or group appointed by council and does not necessarily have to have the term 'advisory committee' in its title.

2.3 Written records of Assemblies are to include the names of all Councillors and members of Council staff attending, a list of matters considered, any conflict of interest disclosures made by a Councillor and whether a Councillor who has disclosed a conflict of interest leaves the meeting.

3. DISCUSSION / ISSUE

3.1 The Assembly records are submitted to Council, in accordance with the requirements of Section 80A of the Local Government Act 1989. The details of each of the following Assemblies are attached to this report.

- Municipal Emergency Management Planning Committee – 4 May 2018
- Open Space and Streetscape Design Advisory Committee – 28 May 2018
- Strategic Briefing Session – 3 July 2018
- Strategic Briefing Session – 10 July 2018
- Senior Citizens Reference Group – 11 July 2018

4. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

Record of an Assembly of Councillors

Manningham City Council

Municipal Emergency Management Planning Committee

Meeting Date: Friday 4 May 2018
Venue: Council Chamber, Civic Office, 699 Doncaster Rd, Doncaster
Starting Time: 10:00am

1. Councillors Present:

Councillor Andrew Conlon – Mullum Mullum Ward

Officers Present:

Helen Napier – Municipal Emergency Management Coordinator
Esther Daniel – Municipal Emergency Response Program Officer
Leigh Harrison – Director Assets and Engineering
Paul Bonnici – Coordinator City Compliance
Richard Bramham – Assets Coordinator

2. Disclosure of Conflicts of Interest

No conflicts of interest were disclosed

3. Items Considered

1. Confirmation of Previous Minutes
2. Actions arising
3. Correspondence
4. General Business
 - a. Update of contacts
 - b. V-BERAP and VERMS Briefing (MFB)
 - c. Non-major emergencies/single incident arrangements
 - d. Community alerting sirens proposal – update
 - e. Garden waste voucher initiative – update
 - f. Training and exercising update
 - g. Items without notice
5. Sub-committee Reports
6. Agency Reports

Finishing time

The meeting ended at 12 noon

Record of an Assembly of Councillors

Manningham City Council

Open Space and Streetscape Advisory Committee

Meeting Date: 28 May 2018
Venue: Koonung Room, Civic Office, 699 Doncaster Rd, Doncaster
Starting Time: 6.00 pm

1. **Councillors Present:**
Councillor Geoff Gough – Heide Ward

Officers Present:
Paul Goodison – Coordinator Landscape & Leisure
Helen Napier – Acting Manager Parks & Recreation
Andrew Graydon – Parks Coordinator

2. **Disclosure of Conflicts of Interest**
No conflicts of interest were declared

3. **Items Considered**

1. Welcome and introductions
2. Apologies
3. Conflicts of interest
4. Confirmation of previous minutes
5. Matters arising
6. Criteria and methodology for evaluation of open space projects
7. Update on North East Link impact on open space
8. Lions Park Warrandyte upgrade
9. Westerfolds Paddle Sports Centre
10. Waldau Precinct Plan
11. Parks Alive Program
12. Urban Design and Streetscape Projects
13. Other business
14. Next meeting – 27 August 2018

Finishing time
The meeting ended at 8.00 pm

Record of an Assembly of Councillors

Manningham City Council

Strategic Briefing Session

Meeting Date: 3 July 2018
Venue: Council Chamber, Civic Office, 699 Doncaster Rd, Doncaster
Starting Time: 6.30pm

1. **Councillors Present:**
Councillor Andrew Conlon (Mayor)
Councillor Anna Chen
Councillor Sophy Galbally
Councillor Paul McLeish
Councillor Paula Piccinini
Councillor Zafiroopoulos

Apologies from Councillors:
Councillor Michelle Kleinert (Deputy Mayor), Councillor Geoff Gough, Councillor Dot Haynes

Executive Officers Present:
Warwick Winn, Chief Executive Officer
Leigh Harrison, Director Assets and Engineering
Angelo Kourambas, Director City Planning

Other Officers in Attendance:
Carrie Bruce, Senior Governance Advisor
Andrew Allan, Strategic Water Engineer
Marc Milinkovic, 3D Spatial Data Officer
Vivien Williamson, Manager City Strategy
Paul Goodison, Coordinator Landscape and Leisure
Julia Jenvey, Senior Recreation Planner
Graham Brewer, Manager Property Services

2. **Disclosure of Conflicts of Interest**
There were no disclosures of conflict of interest.
3. **Items Considered**
3.1 Analysis of Sports Expenditure
3.2 Update on the Implementation of the Domesday Reserve Management Plan
3.3 Property Investment Portfolio – Confidential

The meeting ended at 9:30pm

Record of an Assembly of Councillors

Manningham City Council

Strategic Briefing Session

Meeting Date: 10 July 2018
Venue: Council Chamber, Civic Office, 699 Doncaster Rd, Doncaster
Starting Time: 6.30pm

1. **Councillors Present:**
Councillor Andrew Conlon (Mayor)
Councillor Anna Chen
Councillor Sophy Galbally
Councillor Paul McLeish
Councillor Paula Piccinini
Councillor Zafiroopoulos

Apologies from Councillors:
Councillor Michelle Kleinert (Deputy Mayor), Councillor Geoff Gough, Councillor Dot Haynes

Executive Officers Present:
Warwick Winn, Chief Executive Officer
Leigh Harrison, Director Assets and Engineering
Jill Colson, Executive Manager People & Governance
Angelo Kourambas, Director City Planning
Lee Robson, Acting Director Community Programs

Other Officers in Attendance:
Carrie Bruce, Senior Governance Advisor
Andrew Allan, Strategic Water Engineer
Paul Goodison, Coordinator Landscape and Leisure
Roger Woodlock, Project Engineering Specialist
Subash Nanoo, Engineering Services Coordinator

2. **Disclosure of Conflicts of Interest**
There were no disclosures of conflict of interest.

3. **Items Considered**
- 3.1 Future Directions in Water Management in Victoria
 - 3.2 Draft Manningham Parking Management Policy 2018
 - 3.3 Councillor Question – Youth Unemployment
 - 3.4 Commemorative Plaque at Mullum Mullum Stadium
 - 3.5 Impacts of Feral Deer and the Victorian Deer Management Strategy
 - 3.6 Implementation of the Domeney Reserve Management Plan

The meeting ended at 9:20pm

Record of an Assembly of Councillors

Manningham City Council

Senior Citizens Reference Group

Meeting Date: Wednesday 11 July 2018
Venue: Function Room 3, Civic Office, 699 Doncaster Rd, Doncaster
Starting Time: 9.30am to 11.00am

1. **Councillors Present:**
Councillor Anna Chen – Koonung Ward

Officers Present:
Keri Kennealy, Manager, Aged and Disability Support services
Catherine Walker, Coordinator Social Support, Aged and Disability Support services

2. **Disclosure of Conflicts of Interest**
There were no conflicts of interest noted.

3. **Items Considered**

1. **Seniors club updates**
2. **Review Terms of Reference**
3. **Dementia Awareness session – Tuesday 24 July**
4. **Victorian Senior of the year nominations**
5. **Council Website update**
6. **Presentation from Doncare**

Finishing time
The meeting ended at 11.00am

14.3 Documents for Sealing

File Number: IN18/321
Responsible Director: Chief Executive Officer
Attachments: Nil

EXECUTIVE SUMMARY

The following documents are submitted for signing and sealing by Council.

1. RECOMMENDATION

That the following documents be signed and sealed:

**Consent to Build over an Easement
Agreement under Section 173 of the Planning and Environment Act 1987
Council and S Rahman
66-68 Chippewa Avenue, Donvale**

**Consent to Build over an Easement
Agreement under Section 173 of the Planning and Environment Act 1987
Council and B Majidi
17 Greendale Road, Doncaster East**

**Consent to Build over an Easement
Agreement under Section 173 of the Planning and Environment Act 1987
Council and J A Mollaeyan
41 Glendale Avenue, Templestowe**

**Consent to Build over an Easement
Agreement under Section 173 of the Planning and Environment Act 1987
Council and ACRDE Pty Ltd
46-50 Andersons Creek Road, Doncaster East**

2. BACKGROUND

The Council's common seal must only be used on the authority of the Council or the Chief Executive Officer under delegation from the Council. An authorising Council resolution is required in relation to the documents listed in the Recommendation section of this report.

3. DECLARATIONS OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

15 URGENT BUSINESS

16 COUNCILLORS' QUESTION TIME

17 CONFIDENTIAL REPORTS