

Council Meeting

Agenda

Tuesday, 11 March 2025

Council Chamber - Civic Centre and via
Videoconference

Information for Councillors and the community

ACKNOWLEDGEMENT OF COUNTRY

Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways.

We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region.

We proudly share custodianship to care for Country together.



COUNCIL VISION

Whether you live here or visit, you will see how much we care for country, how inclusive and connected our communities are, and how sustainable balanced growth makes this the best place in the world.

VALUE OF HISTORY

We acknowledge that history shapes our identities, engages us as citizens, creates inclusive communities, is part of our economic well-being, teaches us to think critically and creatively, inspires leaders and is the foundation of our future generations.

COUNCILLOR COMMITMENT

We'll be truthful, represent the community's needs, be positive and responsive and always strive to do better.

OUR COUNCILLORS

Billanook Ward: Tim Heenan
Chandler Ward: Gareth Ward
Chirnside Ward: Richard Higgins
Lyster Ward: Peter McIlwain
Melba Ward: Mitch Mazzarella

O'Shannassy Ward: Jim Child
Ryrie Ward: Fiona McAllister
Streeton Ward: Jeff Marriott
Walling Ward: Len Cox

CHIEF EXECUTIVE OFFICER & DIRECTORS

Chief Executive Officer, Tammi Rose
Director Built Environment & Infrastructure, Hjalmar Philipp
Director Communities, Leanne Hurst

Director Corporate Services, Vincenzo Lombardi
Director Planning and Sustainable Futures, Kath McClusky

GOVERNANCE RULES

All Council and Delegated Committee meetings are to be conducted in accordance with Council's Governance Rules, which can be viewed at: <https://www.yarraranges.vic.gov.au/Council/Corporate-documents/Policies-strategies/Governance-rules>

PUBLIC PARTICIPATION IN MEETINGS

Members of the community can participate in Council meetings in any of the following ways:

- making a verbal submission for up to 5 minutes on matters not listed on the agenda.
- submitting a question.
- speaking for up to 5 minutes to a specific item on the agenda. For planning applications and policy issues, the Chair will invite one person to speak on behalf of any objectors and one person to speak on behalf of the applicant. For other matters on the agenda, only one person will be invited to address Council, unless there are opposing views. At the discretion of the Chair, additional speakers may be invited for items of large interest.
- speaking for up to 5 minutes to a petition to be presented at a meeting.

For further information about how to participate in a Council meeting, please visit: <https://www.yarraranges.vic.gov.au/Council/Council-meetings/Submissions-questions-petitions-to-Council>

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A person in attendance at the meeting must not operate film, photographic, tape-recording or other equipment to reproduce sound and/or images at any meeting without first obtaining the consent of the Chair.

The Minutes produced after each Council Meeting form the official record of the decisions made by Yarra Ranges Council.

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EVACUATION PROCEDURES

In the case of an emergency during a meeting held at the Civic Centre, 15 Anderson Street, Lilydale, you should follow the directions given by staff and evacuate the building using the nearest available exit. You should congregate at the assembly point at Hardy Street car park.

CONTACT US

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Agenda

1. **COUNCIL MEETING OPENED** 6
2. **ACKNOWLEDGEMENT OF COUNTRY** 7
3. **INTRODUCTION OF MEMBERS PRESENT** 8
4. **APOLOGIES AND LEAVE OF ABSENCE** 9
5. **DISCLOSURE OF CONFLICTS OF INTEREST** 10

In accordance with Chapter 7, Rule 4, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

6. **MAYORAL ANNOUNCEMENTS** 11
7. **CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS** 12
8. **QUESTIONS AND SUBMISSIONS FROM THE PUBLIC** 13

In accordance with Chapter 3, Rules 57 and 59, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

9. **PETITIONS** 14

In accordance with Chapter 3, Rule 60, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

10. **BUSINESS PAPER**

Office of the CEO

- 10.1 MAV State Council & ALGA National General Assembly Motions 15 - 22

Communities

- 10.2 Pandemic and Storm Recovery Action Plan 23 - 100

Agenda

Built Environment and Infrastructure	
10.3	Parking Management Framework 101 - 157
10.4	Warburton Mountain Bike Destination – Stage 1B-1D Bridges (CT7760) 158 - 170
11.	COUNCILLOR MOTIONS 171
<i>In accordance with Chapter 3, Division 4, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.</i>	
12.	ITEMS THROUGH THE CHAIR 172
13.	REPORTS FROM DELEGATES 173
14.	DOCUMENTS FOR SIGNING AND SEALING 174
<i>In accordance with Clause 87 of the Meeting Procedures and Use of Common Seal Local Law 2015, as prescribed by Section 14(2)(c) of the Local Government Act 2020.</i>	
15.	INFORMAL MEETING OF COUNCILLORS 175 - 183
16.	URGENT BUSINESS 184
<i>In accordance with Chapter 3 Rule 24 of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.</i>	
17.	CONFIDENTIAL ITEMS 185
<i>In accordance with section 66(2)(a) of the Local Government Act 2020.</i>	
18.	DATE OF NEXT MEETING 186 - 187

YARRA RANGES COUNCIL

**AGENDA FOR THE 620TH COUNCIL MEETING TO BE HELD ON TUESDAY
11 MARCH 2025 COMMENCING AT 7.00PM IN COUNCIL CHAMBER, CIVIC
CENTRE, ANDERSON STREET, LILYDALE / VIA VIDEOCONFERENCE**

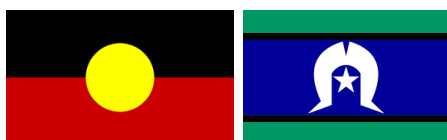
1. MEETING OPENED

2. ACKNOWLEDGEMENT OF COUNTRY

Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways.

We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region.

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3. INTRODUCTION OF MEMBERS PRESENT

OUR COUNCILLORS

Billanook Ward: Tim Heenan
Chandler Ward: Gareth Ward
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Director Communities, Leanne Hurst
Director Corporate Services, Vince Lombardi
Director Planning & Sustainable Futures, Kath McClusky

4. APOLOGIES AND LEAVE OF ABSENCE

There were no apologies received prior to the commencement of this meeting.

5. CONFLICTS OF INTEREST

In accordance with Chapter 7, Rule 4, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

The Local Government Act 2020 defines two categories of conflict of interest:

- *a general conflict of interest, which is defined as "...a relevant person has a general conflict of interest in a matter if an impartial, fair-minded person would consider that the person's private interests could result in that person acting in a manner that is contrary to their public duty", and*
- *a material conflict of interest, which is defined as "...a relevant person has a material conflict of interest in respect of a matter if an affected person would gain a benefit or suffer a loss depending on the outcome of the matter. The benefit may arise or the loss incurred (a) directly or indirectly; or (b) in a pecuniary or non-pecuniary form."*

In accordance with section 130 of the Local Government Act 2020, a conflict of interest must be disclosed in the manner required by the Governance Rules and the relevant person must exclude themselves from the decision-making process.

No Conflicts of Interest have been received prior to the Agenda being printed.

6. MAYORAL ANNOUNCEMENTS

7. CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the Council Meeting held Tuesday 25 February 2025 as circulated, be confirmed.

8. QUESTIONS AND SUBMISSIONS FROM THE PUBLIC

In accordance with Chapter 3, Rules 57 and 59, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

A person may make a submission to Council on matters that are not listed on the Agenda. A submission may be on any matter except if it:

- (a) is considered malicious, defamatory, indecent, abusive, offensive, irrelevant, trivial, or objectionable in language or substance;
- (b) is substantially the same as a submission made to a Council meeting in the preceding 12 months;
- (c) relates to confidential information as defined under the Act;
- (d) relates to the personal hardship of any resident or ratepayer; or
- (e) relates to any other matter which the Council considers would prejudice the Council or any person.

There were no Submissions from the Public received prior to the Agenda being printed.

9. PETITIONS

In accordance with Chapter 3, Rules 60, of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

A person may submit a petition to Council on matters that are not listed on the Agenda. Every petition or joint letter submitted to Council must:

- a) identify a 'Lead Petitioner' who Council can correspond with;
- b) be legible and in permanent writing;
- c) be clear and state on each page the matter and action sought from Council. Every page of a petition or joint letter must be a single page of paper and not be posted, stapled, pinned or otherwise affixed or attached to any piece of paper other than another page of the petition or joint letter;
- d) not be derogatory, defamatory or objectionable in language or nature;
- e) not relate to matters outside the powers of Council; and
- f) clearly state the names and addresses of at least seven (7) people who live, work, study or do business in the Municipal district.

There were no Petitions received prior to the Agenda being printed.

MAV STATE COUNCIL & ALGA NATIONAL GENERAL ASSEMBLY MOTIONS

Report Author: Senior Advocacy & Government Relations Advisor

Responsible Officer: Chief Executive Officer

Ward(s) affected: (All Wards);

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item will be considered at a Council meeting that is open to the public.

SUMMARY

The Municipal Association of Victoria (MAV) will hold the next State Council meeting on Friday 16 May 2025. The MAV has called for councils to submit proposed motions of importance to the local government sector in Victoria, to be considered at the meeting. If supported by the member councils, motions become resolutions, informing advocacy and policy positions of the MAV.

The Australian Local Government Association (ALGA) will hold its National General Assembly from 24-27 June 2025. Motions have been invited from member councils, focusing on issues of national significance to the local government sector. If supported by the member councils, motions become resolutions, informing advocacy and policy positions of the ALGA.

RECOMMENDATION

That Council

- 1. Endorse the motions to be submitted to the Municipal Association of Victoria for consideration at the State Council Meeting on 16 May 2025.**
- 2. Endorse the motion to be submitted to the Australian Local Government Association for consideration at the National General Assembly from 24-27 June 2025.**

RELATED COUNCIL DECISIONS

Council did not submit motions to the last State Council meeting, held on 23 August 2024 but did submit three motions for the State Council meeting held on 17 May 2024.

DISCUSSION

Purpose and Background

State Council is the MAV's governing body and is made up of representatives from each member council. State Council's powers include:

- determining the Rules of the Association
- electing the President and other members of the Board
- determining the Strategic Direction
- appointing the Auditor.

State Council meets twice a year, or more if needed. The MAV calls for councils to submit motions approximately two months in advance of State Council.

As decisions of State Council constitute policy directions of the MAV and remain active until the issue is resolved, motions should relate to either new policy directions, or variations to existing policy directions.

The MAV Rules require that motions: be of state-wide significance to the local government sector; link to the strategic outcomes in the MAV Strategy 2021-25; not be identical or substantially similar to a motion submitted to State Council at any of the previous four State Council meetings; and not seek to endorse a motion to be put to the Australian Local Government Association National General Assembly.

When submitting a motion, Council is required to identify whether the motion is supported by a council resolution.

The Australian Local Government Association (ALGA) has released its Discussion Paper ahead of the 2025 National General Assembly with the theme of *National Priorities Need Local Solutions* along with a call for motions from Australian local governments.

Guidelines for motions have asked councils to consider:

- Any new practical programs or policy changes that can strengthen the system of local government nationally to provide the services and infrastructure required to support and strengthen our communities; and/or
- New program ideas that that would help the local government sector to deliver place-based solutions to national priorities.

Council's proposed motion is relevant to the ALGA's priority areas of:

- Intergovernmental relations and
- Jobs and skills.

Options considered

Council has considered various emerging issues and strategic risks impacting Council as an organisation, as well as the broader community and the suitability of these matters for advocacy through MAV State Council for issues of Victorian state significance and of national significance for advocacy through the ALGA National General Assembly.

Recommended option and justification

Of the strategic risks and issues currently impacting Council and the community, the proposed motions have been determined as appropriately matched to the advocacy opportunity presented by State Council, in terms of both timing and MAV's submission criteria.

1. Improved communications with Local Government on resolution timeframes for locally reported road hazards and issues

Submitting Council: Yarra Ranges Council

Resolution: That the MAV work with the Victorian Department of Transport and Planning (DTP/VicRoads) to create an issue resolution portal to communicate with Councils on VicRoads hazard resolution.

Rationale

The general public are often unaware of whether a hazardous road issue is the responsibility of the LGA or VicRoads. Regardless of hazard reporting route, a public-facing VicRoads/DTP centralised reporting dashboard of hazards and timeframes for resolutions would assist local government councils to answer queries from the public that are awaiting resolution and set expectations and where appropriate, support local safety information to communities.

A partnership between MAV and DTP to work together to create inter-governmental collaboration and data transparency in the spirit of community safety would be of benefit to all Victorians.

2. Improved clarity on Small Second Dwellings in the State Planning Scheme

Submitting Council: Yarra Ranges Council

Resolution: That the MAV work with the Victorian Government and Department of Transport and Planning (DTP) to clarify planning legislation for tiny homes

Rationale

Tiny homes are gaining popularity as a housing solution for housing affordability, seasonal workers, intergenerational living and tourism accommodation. Tiny homes are considered to be a partial solution for the housing crisis and are a potentially inexpensive offering to address housing diversity.

We request clarification from the Victorian Government and DTP on an appropriate definition for tiny homes in the Victoria Planning Provisions and clarified information by the Victorian Building Authority over the application of the Building Act 1993 to tiny homes.

This could be achieved through an MAV hosted workshop or working group with the DTP and VBA to ensure consistency between Councils and a clear forward pathway for community.

3. Local Government Financial Sustainability Framework

Submitting Council: Yarra Ranges Council

Resolution: That the MAV pursue recommendation 8 of the Local Government Funding and Services Inquiry to encourage the Victorian Government to work with the Local Government Sector to establish a financial sustainability framework

Rationale

The report of the Legislative Council Economic and Infrastructure Committee's Inquiry into Local Government Funding and Services recommended that the Victorian Government work with the sector, including councils and peak bodies, to establish a local government sustainability framework.

The elements of this framework should incorporate: a risk-based approach to financial sustainability; different financial criteria for different council groups; and the inclusion of adjusted underlying result, unrestricted cash and asset renewal indicators in addition to the financial indicators outlined in the Local Government Performance Reporting framework. This framework would need to include a 10-year horizon and allow both aggregate sector view and individual LGA view.

4. Financial viability and workforce planning of Maternal & Child Health as State co-funded services

Submitting Council: Yarra Ranges Council

Resolution: MAV review the financial viability and workforce planning of the Local Government Maternal & Child Health (MCH) Service in light of the adopted *Nurses and Midwives (Victorian Public Health Sector) Single Interest Employer Enterprise Agreement 2024-28*, creating an employment market for highly qualified nurses that is beyond many Councils' financial capacity.

Rationale

The *Nurses and Midwives (Victorian Public Health Sector) Single Interest Employer Enterprise Agreement 2024-28*, adopted by the Victorian Government introduces salary increases and other benefits, such as roster allowances, that local government cannot match. MCH nurses have additional qualifications and experience and in future years of current EBAs there is significant risk to local

government MCH services that our experienced workforce will leave to take up high-paying work within the Victorian Government health system.

5. Consideration be given to flexibility measures and alternatives for Victorian glass recycling services

Submitting Council: Yarra Ranges Council

Resolution: That the MAV calls on the Victorian Government to:

- a. Apply more flexibility with the introduction of the state's glass recycling service to prevent inefficient and cost prohibitive service structures impacting on community.
- b. Seek to expand the Container Deposit Scheme (CDS) to include glass bottles, broadening the opportunity for community to positively contribute to the circular economy.
- c. Invest in enhancing recycling infrastructure to broaden the state's recycling opportunities, removing the need for singular recycling solutions.

Rationale:

A group of 22 Councils undertook detailed modelling and research in 2024 and identified the cost to implement a kerbside service across the 22 Councils at \$75 million with an ongoing annual average cost of more than \$1.43 million to operate the kerbside service, amounting to more than \$30 million a year across these municipalities.

Current implementation expectations do not allow for flexibility for Councils to develop services that better suit community needs, such as in outer-metropolitan areas where distances for kerbside collection add significant costs and a local drop-off solution may suffice.

The Regulatory Impact Statement (RIS) for Service Standards provided by the Department of Energy, Environment and Climate Action (DEECA) used assumptions of the cost benefits of the glass only service did not align with the costs forecast by Councils and would impose a significant cost to communities.

The report also found that similar benefits could be found via an expansion of the Container Deposit Scheme to include wine and spirit bottles. This would negate the implementation and ongoing servicing costs to communities, instead having the producers of the waste wear the cost to recycle the materials they put into the market.

6. Improved transparency of MAV advocacy arising from motions passed at State Council

Submitting Council - Yarra Ranges Council

Resolution: That the MAV provide regular and transparent reporting to member councils on advocacy efforts undertaken by the MAV to the Victorian Government and relevant entities, advising of outcomes arising from motions passed at each State Council meeting.

Rationale:

Issues and consequent motions of concern to many councils are put forward twice yearly at MAV State Council meetings, but Councils are concerned that there is often limited reporting back on the advocacy, actions and outcomes arising from their motions.

A more regular (eg monthly) reporting of actions against motions adopted at State Council would be welcomed by Councils.

The following motion is proposed to be submitted to the ALGA National General Assembly.

1. National Tertiary Education Partnership Planning

Submitting Council: Yarra Ranges Council

Resolution: ALGA facilitate a national conversation about strategic satellite university campuses or tertiary learning hubs that leverage available LGA Infrastructure in outer urban and regional areas

Rationale

University operating models are under pressure from financial sustainability threats and historical models of centralised education delivery are under transformation.

The digital transformation landscape offers many options for remote and offsite learning and satellite models of education delivery and university student connectedness. This new age of satellite universities offers outer metropolitan and regional areas an opportunity to explore shared future infrastructure partnership models such as libraries and study hubs to enhance offerings to a broader range of students and learning models in a broader geographical area.

Local Government as a sector is rich in community connection and infrastructure such as libraries. The ALGA could connect the two sectors together through a working group, summit or event to drive partnerships that are mutually beneficial.

APPLICABLE PLANS AND POLICIES

Council's participation in the bi-annual MAV State Council meetings and the annual National General Assembly of the ALGA contributes to the following action in the Council Plan:

- Consolidate and strengthen advocacy through evidence and stronger relationships to ensure other levels of government are effectively and efficiently engaged to support local services and programs.

RELEVANT LAW

Not applicable.

SUSTAINABILITY IMPLICATIONS

Economic Implications

Financial sustainability concerns have informed a number of Council's proposed motions to the MAV and ALGA. Should the Victorian or Australian Governments act on the recommendations this would positively impact Council's ability to deliver services and infrastructure to our community and economic activity in our region.

Social Implications

Not applicable.

Environmental Implications

Council's motion regarding glass recycling, if supported by the MAV and the Victorian Government, will offer the opportunity to manage and promote glass recycling within the municipality.

COMMUNITY ENGAGEMENT

As the submission of motions to State Council is operational in nature and presents no change to Council's strategic direction, community engagement was not undertaken on this matter.

An internal process has been undertaken with Officers and Councillors to identify potential motions for submission. The proposed motions support Council's existing strategies and Council Plan, which have been developed through community consultation and deliberative engagement processes.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

The proposed motions build on policy and advocacy efforts that Council, the MAV and ALGA have undertaken in recent years to:

- Ensure the financial sustainability of Yarra Ranges Council and the wider local government sector.
- Clarify the status of definitions and changes in the planning scheme.
- Ensure a flexible and viable recycling system for Yarra Ranges.

RISK ASSESSMENT

The proposed motions to be considered by the MAV and ALGA for their local government sector advocacy to the Victorian and Australian Governments contribute to mitigating Council's identified Strategic Risks regarding Financial Sustainability – Failure to maintain long-term financial health and Council Reputation – Failure to implement the Council Action Plan.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

Nil.

PANDEMIC AND STORM RECOVERY ACTION PLAN

Report Author: Executive Officer – Emergency Management

Responsible Officer: Director Communities

Ward(s) affected: (All Wards);

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public

SUMMARY

This report provides a final update on the completion of the outstanding components of the Municipal Recovery Plan - Pandemic and Storm Recovery, Version 3 (MRPv3) (Attachment 1). The Municipal Recovery Plan v3 – Actions to June 2024 (Attachment 2) highlights the actions completed and actions that progress beyond the life of the Municipal Recovery Plan – Pandemic and Storm Recovery. It is important to note status updates in the Action Plan summary and highlight the integrated transition of recovery actions into council business-as-usual teams, to ensure there is a sustainable, seamless continuity of community connections and support, along with organisationally embedded recovery lessons.

The MRPv3 covered actions and programs at the local level, to support municipal-wide recovery from the COVID-19 Pandemic and the significant 2021 storm events (June and October). This is an opportunity to acknowledge the investment and work completed and to formally close out the MRPv3.

RECOMMENDATION

That Council

- 1. Formally closes out the Municipal Recovery Plan - Pandemic and Storm***
- 2. Acknowledges the ongoing integration of community support through existing Council programs.***

RELATED COUNCIL DECISIONS

Yarra Ranges Council meeting on 13 December 2022

- Item 10.8 Municipal Recovery Plan Version 3 for endorsement

Yarra Ranges Council meeting on 14 June 2022

- Item 7.1 Municipal Recovery Plan update for noting

Yarra Ranges Council meeting on 12 April 2022

- Item 7.1 Municipal Recovery Plan update for noting

Yarra Ranges Council meeting 14 December 2021

- Item 7.1 Municipal Recovery Plan for endorsement and Storm Recovery update for noting

Yarra Ranges Council meeting on 14 September 2021

- Item 7.5 Draft Financial Plan 2021/2022 for adoption in principle

- Item 7.6 Community Recovery Committees

Yarra Ranges Council meeting 13 July 2021

- Item 9.1 Urgent Motion – Storm Recovery Assistance

DISCUSSION

Purpose and Background

The Council endorsed the Municipal Recovery Plan in December 2021, it has since undergone three iterations, with the MRPv3 endorsed by Council in December 2022. The current version, MRPv3 was revised substantially from previous iterations drawing on additional consultation, updated storm and pandemic impact data, expenditure data, cultural recovery priorities, and anticipated recovery timeframes. The refined and amalgamated actions in Attachment 2, are based on the feedback from both internal and external stakeholders.

MRPv3 includes six recovery streams that were based on the latest data and consultations at the time of its development, including:-

1. Advocacy
2. People, Culture and Wellbeing
3. Business, Tourism and Economy
4. Planning and Rebuilding
5. Environment and Biodiversity
6. Public Infrastructure

The purpose of this report is to provide the Council with an overview of

- Recovery actions completed
- Six actions that are scheduled to continue beyond the life of the plan

Recovery timeline

Previous reports to the Council have highlighted a key recommendation from the Melbourne University “10 Years Beyond Bushfires Report” to guide this recovery. That is, a five-year framework for the recovery is established to support major disaster recovery efforts.

Reflecting this, MRPv3 provided a basis for many actions to have an end date of 30 June 2024 (3 years post-Storm), with the recognition that some recovery activity would continue with a reduced level of engagement and support for our community.

Recovery activity that falls within this scope, will be conducted and integrated into the existing Council departments as part of business-as-usual operations. Ensuring continuity of community connection and embedding of recovery lessons into council operations.

To date, specific support has been provided to address complex recovery needs in affected communities, during the transition out of the fully operational Recovery Directorate, these recovery activities have been delivered with the existing council Directorate structure.

Table 1: Timeline of recovery status and staffing for completing recovery actions

Date	Recovery Status	Staffing
July 2021 – December 2022	Recovery Directorate fully operational – purpose to deliver recovery actions	Full state funding of staffing of all recovery roles.
January 2022 – June 2024	Transitioned recovery action into business as usual Council structure	Specific and reduced recovery roles state funded.
July 2024 and beyond	Recovery works fully integrated with BAU – no further specific recovery actions.	Dedicated community recovery roles wound up, and recovery integrated into BAU roles within the Council.

Transition to Standard Council Business Structure: Jan 2023 - June 2024

The initial spike in recovery demands following the Pandemic and June 2021 Storm stabilised during the development of the MRPv3, allowing for the ongoing recovery work to integrate across organisational business units.

Recovery Directorate team members transition recovery activities into the existing Directorate structure, with the cessation of the dedicated recovery Directorate on 31 December 2022.

Importantly the Community Recovery Team contracted roles, continued in the Communities Directorate under the Emergency Management team to June 2024, and due to underspend with a Council Support Fund grant, one Project Officer role was extended to December 2024 to continue resilience and response training for community groups.

The sustainable arrangements have been established so that resources are realigned to support outstanding recovery actions are maintained and continue to provide community connection and support, with minimal adverse impact.

Table 2: Integrations of responsibility from Recovery to BAU teams with key contact

Recovery Stream	BAU responsibility	Key contact
1. Advocacy	Strategy & Transformation	EO Advocacy & Government Relations Advisor
2. People, Culture and Wellbeing	Community Partnerships & Investment Creative Communities	EO Partnerships & Community Building EO Creative Communities
3. Business, Tourism & the Economy	Economic Development and Investment	Coordinator Business Investment & Support
4. Planning & Rebuilding	Planning and Rebuilding	EO Planning & Rebuilding
5. Environment & Biodiversity	Resilient Environment	EO Resilient Environment
6. Public Infrastructure	Infrastructure Operations Recreation, Parks &	EO Infrastructure Maintenance

	Facilities	EO Property & Facilities
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The activities have been primarily supported through the resources funded through the Council Support Fund, and/or externally provided Recovery funding. Support for the integration of recovery actions in BAU frameworks has been reflected in team budgets and staffing considerations.

MRPv3 Recovery Activities

The MRPv3 specifies 32 Recovery Activities under the six Recovery streams. A large proportion of activities were completed by 31 December 2023 and 30 June 2024. Two were not progressed due to budgetary constraints. An overview of the progress made against active and completed actions is provided in Attachment Two. There are a total of six actions that have an end date beyond 30 June 2024, as specified in the MRPv3, outlined in *Table 3*

Table 3: Six actions that continue to 30 June 2026

Action	Timeframe	Department
Better Telco & power infrastructure – advocacy	30/06/2026	Advocacy
Business recovery – advocacy	20/06/2026	Economic Development
Betterment of impacted Council assets – advocacy	30/06/2026	Infrastructure
Damaged private property data	30/06/2026	Planning & Building
Planning support to impacted residents	30/06/2026	Planning and Building
Fee waiving for storm impacted landowners	30/06/2026	Planning and Building

Evaluation Summary

To determine the effectiveness of the council's efforts in helping the community recover from the pandemic and the June storm event, several project evaluations have been undertaken.

Below is a summary of the independent recovery evaluations completed.

Regional Community Recovery Committees (RCRCs) Evaluation Report (1 & 2)

As a pilot program, there were several challenges to work through and significant lessons learnt. The evaluation highlights insights and improvements to strengthen Yarra Ranges work in community-led recovery in the future. Based on findings, the Yarra Ranges RCRC Project evaluation produced nine recommendations for consideration.

Review of Yarra Ranges Council recovery efforts following June 2021 severe storm event.

The purpose of this review was to provide a comprehensive and nuanced assessment of the effectiveness of council recovery efforts following the June 2021 storm event, this review makes 15 recommendations based on the findings against three key questions that will support improvements to the effectiveness of Councils recovery efforts in the future.

Enactment of the recovery Directorate

Evaluation of the enactment of the recovery Directorate from completed July 2024, aims to gain clarity in understanding the enactment of the recovery Directorate, focussing on the appropriateness of the activation, the effectiveness of its operations, and the sustainability in the transition to business as usual.

A comprehensive analysis of all three evaluations has been conducted and compiled into a summarised report and will be presented at a later time. The report will highlight the primary discoveries and recommendations stemming from three external evaluations.

Options considered

Only one option was considered

- to complete the actions committed to in the MRPv3 and support the full integration of recovery into business as usual to ensure that communities with recovery needs are supported; and;
- to combine evaluation reports into one evaluation summary to inform Council approach to recovery preparedness and planning.

Recommended option and justification

It is recommended that 26 MRPv3 actions that were completed by 30 June 2024 are closed out, while continuing to deliver on six MRPv3 actions that have an end date beyond 30 June 2024 within the scope of BAU functions

FINANCIAL ANALYSIS

At endorsement, delivering the full outcomes outlined in the MRPv3 was expected to cost \$24.5 million. Unlike previous versions of the MRP, MRPv3 was fully funded excluding those actions that are identified in the Advocacy section of the Action Plan.

- Mental Wellbeing Project completion on 30/06/2025: The Mental Wellbeing Project Co-ordinator role will continue for a further 12 months to ensure these deliverables are achieved, funded via the Health & Wellbeing operational budget and aligning with Municipal Health & Wellbeing Planning cycle.
- Planning and Rebuilding on track for completion 30/06/2026: This work will be needed beyond June 2024 through to at least June 2026 as people work through the rebuilding and repairing process and will be part of the respective business units BAU resourcing and operational budgets.

APPLICABLE PLANS AND POLICIES

This report contributes to the following strategic objective(s) in the Council Plan: This report contributes to the following strategic objective(s) in the Council Plan: Healthy Connected Communities; Economy, Agriculture and Tourism; Enhanced Natural Environment.

- Council Plan 2021-2025
- Health and Wellbeing Plan 2021-2025
- Municipal Emergency Management Plan 2023
- Australian Institute Disaster Resilience – National Recovery Framework

RELEVANT LAW

Emergency Management Act 2013 - Council is responsible for municipal recovery tier co-ordination, which includes oversight of all recovery environments and associated activities and coordination of community recovery services.

SUSTAINABILITY IMPLICATIONS

Economic Implications

Analysis of expenditure data has shown the local economy to have largely recovered following significant downturns in 2020 and 2021 due to the pandemic and the June 2021 storm event. The continuation of remaining recovery actions has been sustainably absorbed by business as usual and the operational budget.

Social Implications

There have been significant social benefits from the implementation of the MRPv3 notably a further reduction in the experience of trauma by residents. Analysis of expenditure data has shown the local economy to have largely recovered following significant downturns in 2020 and 2021 due to the pandemic and the June 2021 storm, which had an impact on the well-being of medium to small business owners.

Environmental Implications

The environmental impacts on the Yarra Ranges from the June 2021 storm were extensive. The key concerns in the council's jurisdiction remain the rehabilitation of impacted bushland reserves and supporting biodiversity and habitat loss more broadly.

The MRPv3 actions talk to the local efforts and partnerships that will support the environment and biodiversity through habitat creation in bushland reserves and on private property.

The impact of extreme weather events is an increasing risk and Yarra Ranges municipality has been flagged as the second highest impacted municipality for disaster events in the nation according to the Climate Council "Too Close to Home" report. The lessons from the 2021 Storms will help inform our climate mitigation activities.

COMMUNITY ENGAGEMENT

Consultation with internal and external stakeholders has guided the implementation and completion of MRPv3, including:

- Consultation with key community groups and schools
- Three in-depth and independent evaluations
- Intelligence sharing and monitoring through the Storm and Pandemic Evaluation and monitoring meetings

Project evaluations have shown that community satisfaction with Council approach to recovery is high.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

Council established a municipal recovery governance structure to oversee the delivery of recovery services for both the pandemic and storm response and to support co-ordinated approach. This included representation from the State Government, support organisations and the community. As such, all recovery activities are driven by collaboration, consultation and input from the community,

State representatives included Emergency Recovery Victoria, Department of Jobs, Precincts and Regions, Department of Environment, Land, Water and Planning,

Department of Education and Training, Melbourne Water, Parks Victoria. Other key agencies include the Country Fire Authority, Anglicare, EACH, Eastern Community Legal Centre, Inspiro and Windemere.

As the scale of actions has reduced in MRPv3, a revised, tailored governance structure was implemented with the Storm and Pandemic Recovery Evaluation and Monitoring Meetings (SPREMM).

These meetings have now concluded as the MRP actions to 30 June 2024 are completed. The final six actions for delivery will be governed by respective business units as part of their BAU responsibilities.

RISK ASSESSMENT

As a legislated responsibility of Council under the *Emergency Management Act 2013*, it was a requirement that the Council have oversight and at the time make investments into the recovery efforts within the municipality. All significant decisions toward the MRPv3 were presented to the Council throughout the life of the plan.

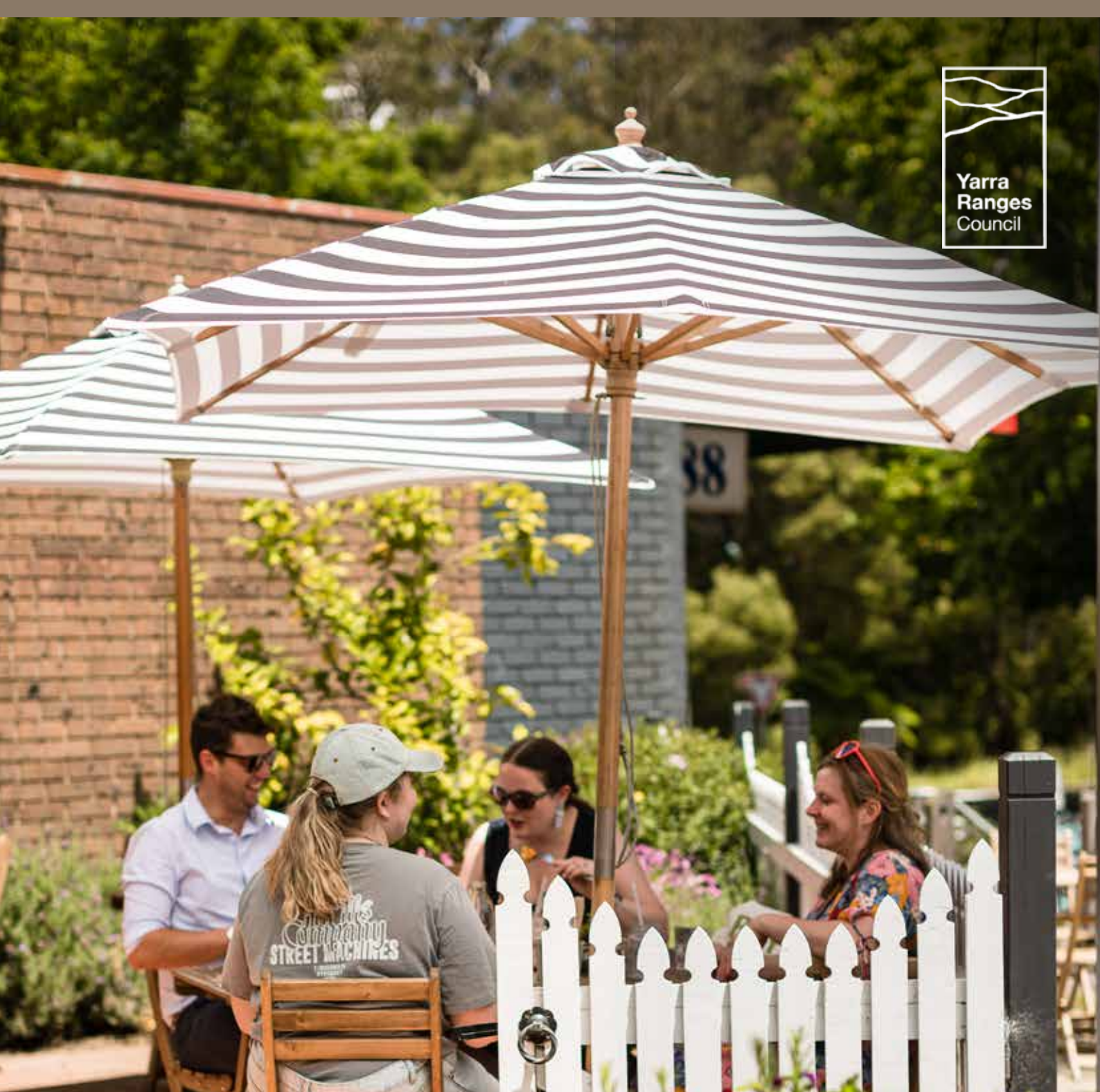
The Yarra Ranges MRPv3 was fully funded through Council with the support of the State and federal governments. Previous concerns regarding significant financial risk to Council of funding recovery activities have been avoided through the adaption of the scope of the recovery works.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Municipal Recovery Plan - Pandemic and Storm, Version 3
2. Municipal Recovery Plan v3 – Actions to June 2024



Municipal Recovery Plan

Pandemic and Storm Recovery
November 2022

Table of Contents

1	Executive summary	4
2	Background	6
	2.1 Key facts about the Yarra Ranges and its natural environment	6
	2.2 Access to essential services	7
3	Key social, health & wellbeing statistics	8
4	2021 census key statistics - Yarra Ranges compared with Victoria	9
5	Pandemic impact overview	10
6	June 2021 storm	12
7	Emergency storm response	14
8	Transition to recovery	14
	8.1 Initial recovery activities	14
	8.2 Secondary impact assessment	15
9	RECOVERY	16
	9.1 Principles of recovery	17
	9.2 Recovery objectives	17
	9.3 Commitment to community led recovery	18
	9.4 Cultural Recovery	18
	9.5 Regional Community Recovery Committees	19
	9.6 Recovery priorities by region – Regional Community Recovery Committees	20
	9.7 Common themes and differences among the four regions	24
	9.8 Advisory Committees	24
	9.9 Recovery governance	25
	9.10 Establishment of the Recovery Directorate	25
10	Recovery Activities 2021-22	26
11	Recovery Issues that are hampering recovery	28
	11.1 Climate change impacts by 2030	29

12	Impact assessment at the end of 2021-22	30
12.1	Schools survey results	30
12.2	Expenditure assessment for the Yarra Ranges	31
13	Recovery over the medium to long term	32
13.1	Experience from the 2009 bushfires	32
13.2	Recovery Timeline – the next five years	32
13.3	Advocacy by Yarra Ranges Council	34
13.4	Funding Recovery	34
13.5	Strategic Links & Risk Mitigation	35
13.6	Recovery risk mitigation	35
14	RECOVERY ACTION PLAN	37
14.1	Advocacy Action Plan	38
14.2	People, Culture and Wellbeing Action Plan	41
14.3	Business, Tourism and Economy Action Plan	47
14.4	Public Infrastructure Action Plan	50
14.5	Environment and Biodiversity Action Plan	50
14.6	Planning and Rebuilding Action Plan	52

Version control

Version:	3.0
Date	November 2022
Description	YRC Municipal Recovery Plan - Version 3
Author	D. Booth

Related Documents/Plans

YRC Municipal Emergency Management Plan
YRC Relief and Recovery Plan

Document Approval

Name	Jane Sinnamon
Title	Director Recovery
Date	



1. Executive summary

Yarra Ranges Council is the largest physical metropolitan municipality in Greater Melbourne with a population density of only 64 persons per square kilometre compared with 453 persons per square kilometre for Greater Melbourne.¹

The area, renowned for its environment and resulting bounty is literally the bedrock for its residents and those who have cared for it for thousands of years.

This land and its people located on Wurundjeri Country, have weathered many natural disasters. However, the combination of the COVID-19 pandemic and the June 2021 storm event placed untold levels of stress on the community.

COVID-19 restrictions have had severe implications across the Yarra Ranges consisting of:

- Wellbeing issues with a significant proportion of the community reporting a major impact on their mental health (21 per cent in September 2021, 15 per cent in June 2022) ²
- The community not feeling socially connected during the pandemic (22 per cent in September 2021 and 13% in June 2022) ³
- Support agencies reporting an increase in domestic violence incidents with rates double the State average prior to the pandemic. ⁴ Anecdotal reports over 2022 suggest that rates have increased recently in the Yarra Ranges, particularly in the Hills region
- The ongoing unreliability of telecommunication and power networks which undermined the ability of businesses to operate, magnified social isolation for communities with no services, and severely impacted the education of our young people It should be noted that Council's telecommunications advocacy through the 'Connecting Victoria program' has been highly effective, with the Victorian Government announcing funding for dozens of new mobile towers across 26 suburbs in the Yarra Ranges, including 15 in Mount Evelyn, 8 in Mooroolbark and 4 in Lilydale
- Tourism, hospitality, and creative industries brought to the brink of collapse

On the eve of restrictions lifting from Victoria's fourth lockdown, as businesses were restocking and readying to welcome the public back, the Yarra Ranges was the epicentre of the most violent storm in Victoria's recorded history resulting in:

- 79 properties non-habitable
- 183 properties registered for storm impacts
- more than 1,000 homes and business extensively impacted by storm debris

- almost 5,000 properties impacted by flood
- more than 3,000 homes without power and internet for more than month
- a conservative estimate of 25,000 fallen trees across the region
- 34 communities lost NBN/internet service and were unable to call 000 for assistance
- extensive damage to roads
- 3,157 drainage/tree related requests for assistance from the community

Unlike an environment after a bushfire where fire consumes the fuel, many communities are still living amongst giant trees that are now destabilised as well as the remains of many trees which fell and have not yet been removed.

Initial estimates were that it would cost \$65 million to resurrect public land, infrastructure, and support the community to rebuild both mentally and physically through a community led multi-agency response.

18 months after the storm event, recovery costs are now much clearer. As of September 2022, the total amount spent on recovery efforts has been \$18 million while the total amount of recovery funding received by Yarra Ranges Council is \$15.2 million.

The experience from the 2009 bushfires, as detailed in the '10 Years Beyond Bushfires Report', is that a proportion of the community most impacted by the disaster were still recovering up to 10 years after the event occurred. As such, it is acknowledged by Yarra Ranges Council that we are moving into a new phase in recovery that is more focussed on resilience for most. Much of the immediate response can wind back without negatively impacting residents, but some ongoing support will be sought in response to the June 2021 storm event over the medium to longer term.

To this end, Yarra Ranges Council proposes that a medium to longer term recovery partnership between Council and the Victorian Government be piloted, with a focus on those activities that take longer to resolve:

- Rebuild and repair support
- Cross-government collaboration on temporary accommodation options for those rebuilding, and
- Ongoing support with a focus on trauma and private property clean-up

Yarra Ranges will be advocating with government agencies for ongoing funding in order to support recovery efforts in those specific areas over the medium to long term. The Action Plan located at the back of this document outlines a number of advocacy actions designed to support these needs, as well as activity that will support residents, businesses, and country to recover.

While support will be required over the medium to longer term, longer-term recovery activities will engage a relatively smaller cohort consisting of those most impacted by the June storm. As such, Yarra Ranges Council's Recovery Directorate is being progressively integrated into the organisation's ongoing business units which will raise the organisation's capacity in responding to impacted communities as well as reflecting the changing needs of the municipality.

Looking forward, it is anticipated that some elements of this recovery plan will be in effect until June 2026 with most activities having been completed by then. The few recovery activities beyond June 2026 will be captured and implemented through other Council plans.

Finally, while this Municipal Recovery Plan outlines the preferred model for recovery of the Yarra Ranges, many aspects will only be achievable with adequate support from the Victorian and Australian Governments.

2. Background

2.1 Key facts about the Yarra Ranges and its natural environment

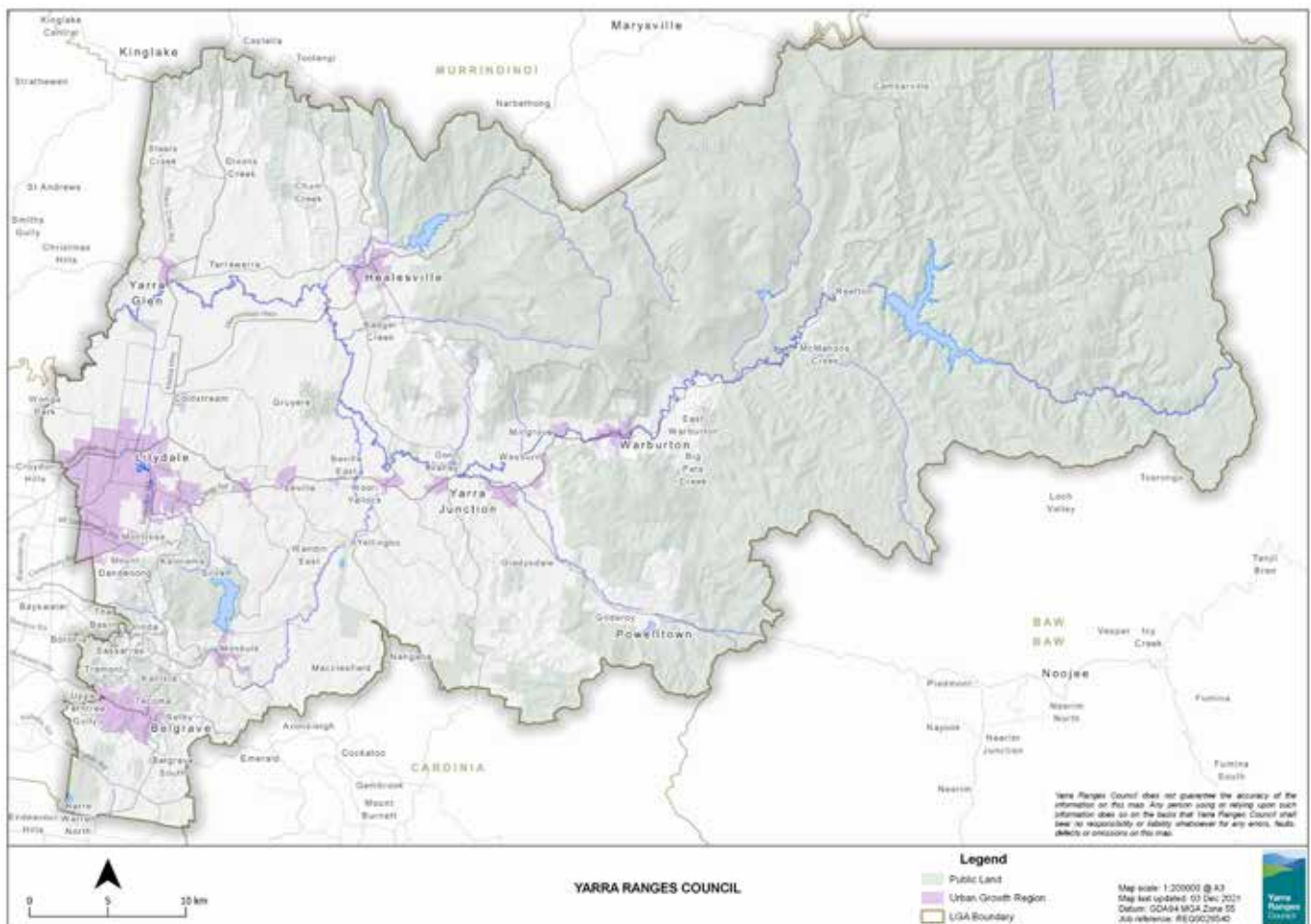
Yarra Ranges Council is the largest physical municipality in Greater Melbourne comprising of:

- 63% crown land
- 31% primary production (agriculture/horticulture/viticulture)
- 5% residential land

The vast majority of the Yarra Ranges consists of unpopulated areas with a small number of dispersed townships and some urban areas on the fringes - see the map below showing Yarra Ranges by land type for details.

Economically, Yarra Ranges boasts 6.7 billion in Gross Regional Product, \$3.4 billion in exports, over 40,000 jobs and 13,600 businesses of which 98 percent are small businesses.⁵

The natural beauty of the Yarra Ranges is one of its defining aspects. Extensive trees and forest are what makes the area unique and, in part, attracts residents and tourists to the area. Living within this environment has many benefits but also involves risk.



The Dandenong Ranges is recognised as one of the highest risk environments for bushfire in the world which comes from a combination of a northerly aspect, steep slopes and gullies, being surrounded by forest, and residential areas along the ridge and throughout the region nestled into a forested environment.

The Dandenong Ranges are a significant recreational resource loved by the people of Melbourne, offering unique access to a number of National Parks, State Forests, and cultural opportunities.

Generally speaking, the housing stock across the Dandenong Ranges Hills region is old and septic reliant. Residents rebuilding here are faced with significant restrictions on what is now allowed. Notably, there are some areas identified under the erosion management overlay where landslips have occurred historically creating another serious challenge to rebuilding. Overall, the area's environment and topography mean that there are greater risks from erosion and bushfire.

2.2 Access to essential services

Residents of the Yarra Ranges are used to managing life and business around unreliable, poor-quality telecommunications and vulnerable power supplies.

Council delivered a community survey on broadband connectivity in 2020 and commissioned independent testing of the mobile network in 2021. It was found that 98.4 per cent of survey respondents relied on the internet to access emergency information during bushfires and other disasters. However, a significant number of townships are serviced by NBN satellite and fixed wireless technologies, which are impacted by smoke and other climatic events.

Many residents are still using ADSL, with speeds lower than the NBN minimum. A specialist consultant tested mobile network quality at more than 24,000 locations across the region – including schools, community centres, and CFA stations – with 25 per cent of those locations having unusable signal or no coverage.

Results from Council's Storm Impact Survey conducted in June 2022, indicate that 33 per cent of respondents report frequent power outages, while 35 per cent report frequent internet outages. These statistics further support the case that power and internet infrastructure across the Yarra Ranges is often unreliable.

Notably, Council's telecommunications advocacy through the Connecting Victoria program has been highly effective, with the Victorian Government announcing funding for dozens of new mobile towers for Yarra Ranges. Council will be re-engaging with telecommunications providers to offer Council's support (e.g. community engagement, planning advice etc) to ensure their delivery as soon as possible, which typically takes 2-3 years.

Monbulk has been included in Connecting Victoria's NBN upgrade program and will receive fibre to the premises. Completion dates are yet to be advised, however the national program is due to be rolled out by mid-2025 with some locations complete from mid-2023. Ongoing advocacy is needed to improve NBN connection across other parts of the municipality.

Other utility infrastructure including gas and water, is ageing, and becoming less reliable. All of these dated services encounter issues - particularly during emergency events.



3. Key social, health & wellbeing statistics

The general health and wellbeing of the Yarra Ranges community is relatively poor in comparison to rates for Melbourne & Victoria overall:

- Yarra Ranges local government area ranked seventh highest for residents with mental health conditions within metropolitan Melbourne ⁶
- 35.2% of Yarra Ranges residents have one or more long-term health conditions, compared to 31.4% of Victorian residents ⁷
- The Yarra Ranges also has higher rates than Victoria for other common health conditions including arthritis (9.4%), asthma (9.6%), and cancer (3.2%) ⁸
- Yarra Ranges has one of the lowest levels in Melbourne of both rental properties and social housing (14% of dwellings are rented in the Yarra Ranges compared with the 28.5% for Victoria) ⁹
- Yarra Ranges has very little social housing with only 1% of occupied private dwellings being rented from a state or territory housing authority or from a community housing provider ¹⁰
- Family violence rates are almost double the Victorian average ¹¹

⁶ ABS Census 2021

⁷ ABS Census 2021

⁸ ABS Census 2021

⁹ ABS Census 2021

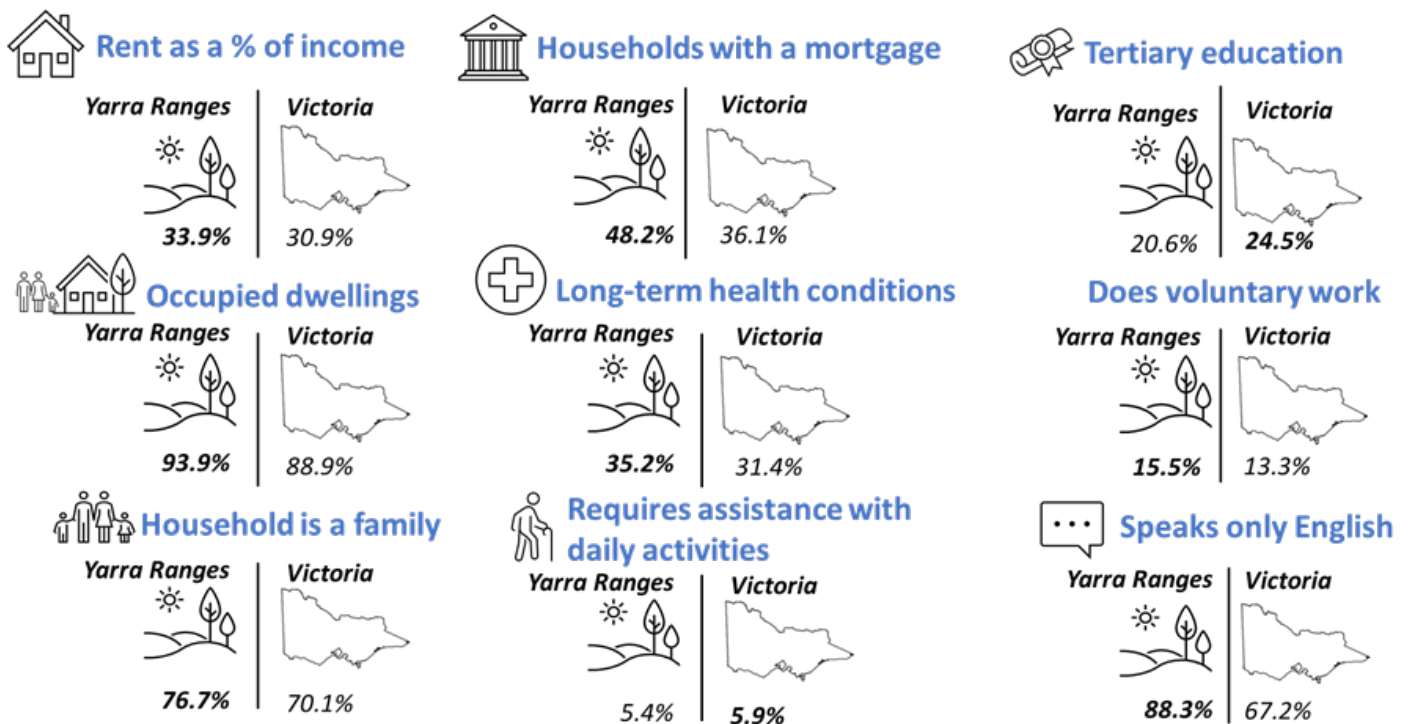
¹⁰ ABS Census 2021

¹¹ EDVOS Family Violence Report July 2020

4. 2021 Census key statistics - Yarra Ranges compared with Victoria

The following infographic compares the Yarra Ranges community against Victoria for a variety of indicators. It illustrates that the Yarra Ranges community is potentially more vulnerable to the average Victorian in terms of:

- Rental and mortgage increases - Yarra Ranges residents are paying a higher proportion of their income on rent or mortgage payments and may therefore be more vulnerable to rental increases and interest rate increases
- Occupied dwellings – A higher proportion of dwellings are occupied in the Yarra Ranges which means that there are few properties that can be rented out or used to meet other housing needs
- Tertiary education – A smaller proportion of Yarra Ranges residents are attending tertiary education. This may make residents more vulnerable to being unemployed in the event of a recession
- Long term health conditions – A higher proportion of Yarra Ranges residents have long term health conditions. This is likely to indicate that demand for health services in the Yarra Ranges per capita is higher compared with the average for Victoria overall



5. Pandemic impact overview

Pandemic restrictions shattered the local economy in Yarra Ranges and the community on many levels. Council obtained community feedback once restrictions began to build which demonstrated the isolation impacts on residents including teenagers and younger people.

When the five kilometre restrictions were implemented during Melbourne's COVID-19 lockdowns, many residents had severely limited access to shops and no services or family within 5kms of their home.

Prior to the pandemic, the Yarra Ranges unemployment rate of 3.5 per cent was well below the Australian rate of 5.6 per cent. In October 2020, 8.4 per cent of the Yarra Ranges labour force were receiving JobSeeker or Youth allowance compared with the national rate of 6.9 per cent.¹²

In 2020, 43 per cent of Yarra Ranges businesses were on JobKeeper support placing it within the top 20 per cent of local government areas receiving these payments.¹³

Many older workers who lost their jobs, did not have sufficient computer literacy skills putting them at greater risk of not finding work longer term.

Research undertaken by Council has identified a number of cohorts that have been disproportionately affected by the pandemic including Indigenous and Torres Strait Islander people, people from Culturally and Linguistically Diverse (CALD) backgrounds, unpaid carers, people living with disability, women/girls, LGBTIQ+ people, people experiencing pre-existing economic disadvantage, people who are socially and/or geographically isolated, children, young people, and single parents.

Particular sectors of the local economy have also been affected by the pandemic. Townships with a high reliance on tourism and hospitality (e.g. Healesville, Warburton, Belgrave, Olinda) reported a disproportionate decline in business as a result of the pandemic.

And further exacerbating the pandemic impacts, businesses reported telecommunication and internet issues as well as ongoing supply chain issues making it difficult to source products necessary to the running of their business.

Council has been tracking social impacts stemming from the pandemic over the 2021-22 financial year. Results from the three Pandemic and Storm Impact Surveys indicate social connection, mental health, hardship, employment, and the financial stability of the community have all been adversely affected by the pandemic.

However, a positive trend is emerging with impacts across several key indicators showing improvements over the last 12 months, see the Impact Assessment section for survey details, suggesting that recovery in the community is beginning.

Economic impacts from the pandemic have also been tracked using Spendmapp expenditure data. This shows a clear correlation between the six lockdowns and a corresponding downturn in expenditure.

¹² REMPLAN Economic Statistics produced using data sourced from the Australian Bureau of Statistics

¹³ REMPLAN Economic Statistics produced using data sourced from the Australian Bureau of Statistics

However, following the easing of restrictions in November 2021, expenditure in the Yarra Ranges grew by 7% in the first half of 2022 compared with the first half of 2021. This indicates a solid recovery in expenditure over the first half of 2022.

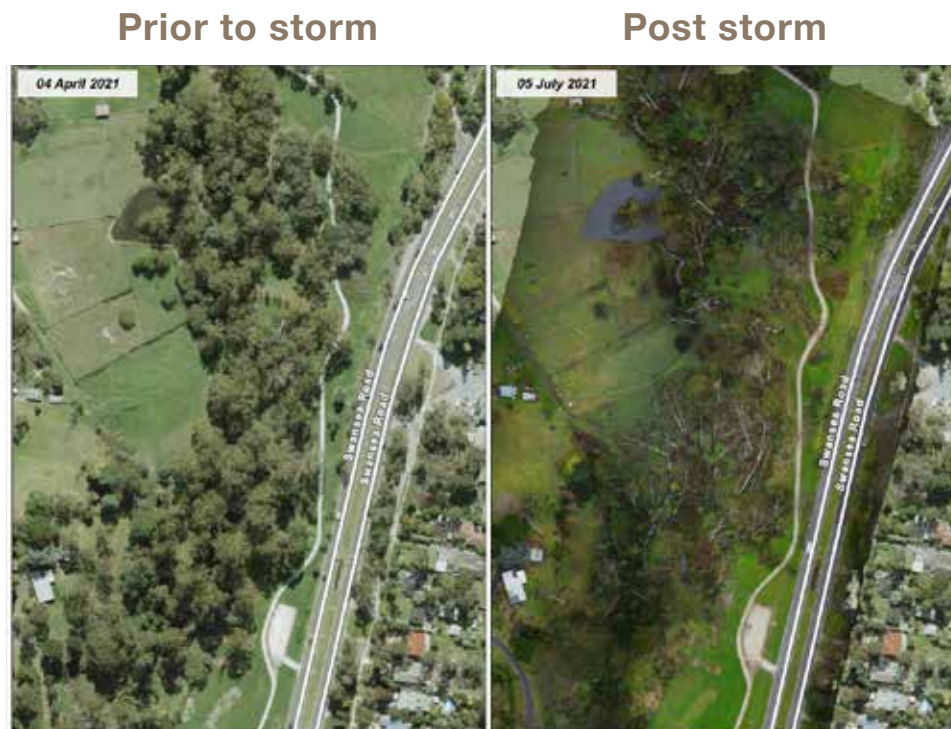
While there is evidence of some recovery from the pandemic, there are still ongoing impacts in significant sections of the community, particularly among those most marginalised including young people, those with a disability, people experiencing family violence, and people experiencing homelessness. Details on pandemic impacts to vulnerable cohorts is outlined in the Impact Assessment section of this document.

The support services available are non-existent within a 5km, or even reasonable distance, to Warburton and other outlying communities.

“

6. June 2021 storm

On Wednesday, 9 June 2021, just before Melbourne's fourth pandemic lockdown was lifted, a violent storm hit the Yarra Ranges which resulted in widespread and catastrophic damage to homes, businesses, trees and vegetation, along with significant power, telecommunications, as well as water and gas outages.



Photos of Swansea Road in Lilydale before the storm with tree canopy and after the storm with a large loss of tree canopy.

The strength and direction of this storm caused destruction unlike anything Yarra Ranges had seen before in terms of the sheer scale of loss and damage.

The total loss of communications, flooding, blocked roads, powerlines down, and properties with highly unstable trees added to the complexities of emergency response. When the mains power cut out during the storm, batteries at local mobile towers lasted mere hours before depleting, leaving residents and services completely cut off, unable to call 000 or connect with their workforces. As well as this there was also a risk of spreading COVID-19 to traumatized communities.

The epicentre of the storm was Kalorama in the Dandenong Ranges, with subsequent flooding occurring throughout the Yarra Valley and Upper Valley.

The immediate physical impacts included:

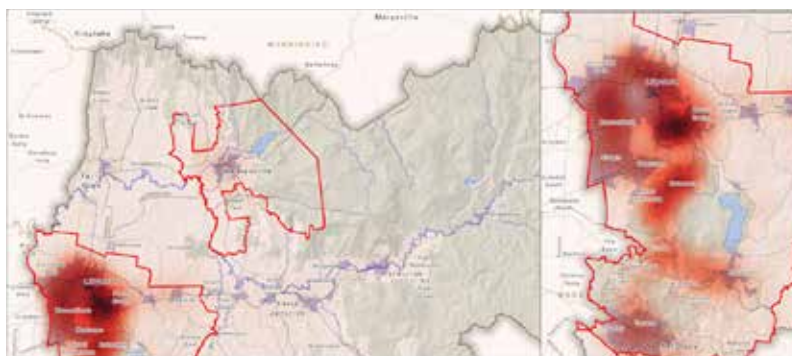
- 79 properties non-habitable and a further 50 being badly damaged
- more than 1,000 homes and business extensively impacted by storm debris
- almost 5,000 properties impacted by flood
- more than 32,000 customers were without power for up to 1 week, while 11,000

customers had to wait up to 2 weeks and 3,000 homes without power and internet for more than month

- a conservative estimate of 25,000 fallen trees across the region
- 34 communities lost NBN/internet service and were unable to call 000 for assistance
- 150kms of arterial roads and 300+ council managed roads were damage
- 13 fire access tracks inaccessible
- 2 bridges were impacted
- 3,157 drainage/tree related requests for assistance from the community

Water supplies were also impacted, with some contamination issues and damage to pipes. Some residents were still trying to resolve these issues five months later.

The Dandenong Ranges is one of the highest bushfire risk locations in Victoria. The clean-up of tree debris remains an ongoing concern as each fire season presents and the debris cures.



Map with fire danger areas highlighted in red and most over Lilydale towards Mount Evelyn and the Hills area.

More difficult however, is the number, scale, and inaccessibility of large logs impacting both private properties and government land. Removing these massive trees is financially unviable for many and continues to increase the risk profile as each summer passes.

The canopy loss incurred across the Dandenong Ranges is significant. Within the Dandenong Ranges National Park at least 300 hectares (approx. 9% of the parks area) experienced windthrow or broad acre uprooted trees. Significant portions of this windthrow area lost 90% of its canopy.

I was very disconnected without internet for months. It affected my ability to work, community connection and relationships which I fear will never be the same.



7. Emergency storm response

In the immediate days and weeks following the storm event, priority actions by Council, emergency services, relief agencies, community groups and utility companies were:

- clearing tree debris on roads and properties to support access
- restoring power and telecommunications to homes and businesses
- providing relief services and material aid to those in need
- keeping the community informed of how the relief effort was tracking
- maintaining effective liaison with stakeholders across all levels of government
- providing Shower and Power Hubs which supported 15,000 attendees
- supporting residents seeking assistance including welfare checks and those seeking accommodation
- providing building inspections, financial assistance, food relief, flood outreach calls and requests for generators

8. Transition to recovery

The Shower and Power relief hubs were consolidated and transferred to a recovery hub status on 16 July 2021 when management of the incident officially transferred from the SES to Council.

8.1 Initial recovery activities

In the weeks following the transition from emergency response to recovery, a number of initial recovery activities were undertaken as summarised below:

- Community Debrief Sessions were conducted at Community Recovery Hubs located in Olinda, Kalorama, and Mount Evelyn
- Community Recovery Committees were established – bringing together the community to lead conversations and community driven recovery initiatives. Subsequently these committees were charged with identifying and overseeing programs that support local recovery
- Community Recovery Hubs continued to support community and businesses with ongoing recovery needs over the weeks that followed
- Subsequent community engagement was undertaken through community planning sessions, online community meetings as well as mental health and wellbeing sessions run by psychologist Rob Gordon
- Community Mental Health First Aid Training Program was implemented which provided accredited Mental Health First Aid training to volunteers and staff at Neighbourhood Houses and Emergency Relief Services
- The Assertive Outreach Project was implemented to support and enhance existing outreach services for people experiencing homelessness and/or adversity in Yarra Ranges

8.2 Secondary impact assessment

After the emergency response phase to the June storm was concluded, Council undertook a secondary impact assessment to quantify impacts from the storm in more detail. This included a broad range of areas including personal, residential, economic, environmental, and public infrastructure impacts.

The following is a sample of that information:

- 1700 storm impact residents recorded on Council's case management system
- 373 Ha of windthrow identified in and around the Dandenong Ranges.
- -\$13M (-8%) drop in economic expenditure from June 2021 vs Jun 2020
- 26,000 cubic metres of storm debris collected
- 50 nurseries & berry producers impacted
- 12,255 hectares of farmland affected
- 325 Livestock lost 308km of roads impacted
- 37 parks and reserves impacted



“

My property was like a parkland prior to the storms and it is now still in ruins. I don't think it will ever be the same again.

Power out for 14 days. Destruction all around us. Emotionally devastated. 14 days without power and poor communication. Very cold. Every day was about doing all we could to be safe and keep warm. Purchasing generators, trying to work from home off a generator. One of the worst experiences of our lives.



Our immediate concern is how on earth is Council going to get all the fallen trees and debris cleaned up before summer arrives? There are mountains of tree branches stacked all over the Ranges.

9. RECOVERY

Under Victorian emergency management arrangements, Council is responsible for coordination of recovery at the municipal level. As the level of government closest to community, Council is well placed to connect and work with affected communities.

Yarra Ranges Council is committed to support its community through the recovery process for as long as it takes. The following sections define how that task is approached.

As part of recovery planning for the pandemic and storm impacts, Yarra Ranges Council will support community recovery activity through:

- Advocacy
- Providing Council services and recognising Council's essential service provision to prioritise, enable and support community recovery
- Promoting the work of our partners and others
- Enabling and supporting our community partners
- Facilitating connection between community and community services

Yarra Ranges Council will consider the needs of the most affected or impacted sectors of our community throughout the recovery phase of COVID-19.

9.1 Principles of recovery

Yarra Ranges Council supports and adopts the National Principles for Disaster Recovery, which are underpinned by Council's own vision. These include the following principles:

- Understand the context - Successful recovery is based on an understanding of the community context, with each community having its own history, values, and dynamics
- Recognise complexity - Successful recovery responds to the complex and dynamic nature of both emergencies and the community
- Use community-led approaches - Successful recovery is community-centred, responsive and flexible, engaging with community, and supporting them to move forward
- Coordinate all activities - Successful recovery requires a planned, coordinated, and adaptive approach, between community and partner agencies, based on continuing assessment of impacts and needs
- Communicate effectively - Successful recovery is built on effective communication between the affected community and other partners
- Acknowledge and build capacity - Successful recovery recognises, supports, and builds on individual, community, and organisational capacity and resilience
- Recognising vulnerable groups - Successful recovery recognises emerging vulnerable groups including young people, the older workforce, newly homeless, and women experiencing family violence

9.2 Recovery objectives

The objectives that will guide the recovery response to the impacts of the pandemic and the June storm event are:

- To ensure recovery activities reinforce and build community leadership and capacity
- To ensure community members have access to the support, services, and resources they need to address impacts; prevent the escalation of needs; and long-term negative impacts on health and wellbeing
- To address the economic impacts, inclusive of those on individuals and households, small and large businesses, industries, primary producers, tourism, and the broader economy
- To inform the priorities of whole-of-government recovery coordination arrangements so that affected communities receive timely and appropriate information, services, and support as they relate to the built and natural environment, and
- To manage consequences and mitigate risks to the built and natural environment on public and private land.

Council understands that achieving these objectives will take time and is dependent on the readiness of individuals, the complexities they are managing, the reconnection and resilience in the community and the support available.

9.3 Commitment to community led recovery

A key tenant under the National Principles for Disaster Recovery is the recognition that successful recovery is achieved through community led approaches that empower the community to move forward.

Council recognises the importance of the following key principles in implementing community-led recovery:

- all communities are different, and there is no one-size-fits-all approach to community recovery
- community groups are best supported through a partnership approach
- community-led recovery is determined by broad and inclusive engagement
- building the capacity and capability of the community

9.4 Cultural Recovery

Cultural recovery has been identified as being an intrinsic need for storm recovery across Yarra Ranges. As such, work is underway to develop an understanding of the impact the storm has had on Aboriginal communities in the Yarra Ranges, and what can be done to improve the response immediately after an event.

The first step is to identify Aboriginal community response and recovery priorities that are not being addressed by other agencies, and to work with relevant Council staff to design appropriate responses. To this end, officers from Yarra Ranges Council held an engagement event in October 2022 with representatives from Aboriginal communities to discuss impacts from the June storm and to identify their priorities.

The key cultural recovery preparedness priorities consist of the following:

- Develop culturally safe education resources for Aboriginal families on how to respond to disaster situations
- Ensure Aboriginal organisations are appropriately resourced to meet Aboriginal community needs during disaster relief and recovery processes including the availability of infrastructure access, power generation, communications equipment, and social and emotional wellbeing supports
- Ensure the cultural safety capacity of mainstream relief and recovery agencies to ensure that the Aboriginal community can safely access services during and post disaster events
- Ensure relief and recovery agencies adherence to Aboriginal appropriate protocols when engaging with the Aboriginal community during sensitive disaster situations and outcomes

The key cultural recovery priorities consist of the following:

- Resource initiatives to enable the Aboriginal community to develop a range of culture-based recovery programs using disaster generated resources such as fallen timber
- Ensure traditional owners and Aboriginal land managers have immediate access to disaster affected areas to assess damage to Country and significant trees
- Ensure Aboriginal perspectives on Country and culture are well understood and integrated into relief and recovery processes



- Develop healing and resilience building programs for landscapes and communities based on Indigenous knowledge systems as part of the recovery process
- Engage traditional owner expertise to apply Indigenous knowledge systems for healing and rehabilitation of sensitive and/or prioritised areas affected by tree canopy loss

9.5 Regional Community Recovery Committees

Regional Community Recovery Committees (RCRC) have been established to contribute to progressing the recovery priorities of their community. RCRCs have a crucial say into the long-term recovery from Covid-19, and the June storms that impacted the Yarra Ranges and members are dedicated to advancing community-led social, economic, and environmental recovery.

Council has committed \$800,000 for RCRCs to initiate Community Led Recovery Grant rounds and make recommendations for the allocations of grant funding for community-led recovery projects. Oversight and support for the funding processes will be managed by a partnership between the Council, Local Bendigo Community Banks of the Yarra Ranges, and the Community Enterprise Foundation™(CEF).

Since the establishment of RCRCs in November 2021 there have been a number of benefits delivered, particularly in terms of the collaboration and strengthening the relationships between recovery stakeholders. This is evidenced by:

- RCRCs delivering their first round of Community Led Recovery Grants, receiving 69 applications for Community Led projects with \$448,000 worth of funding requested. As of October 2022, a total of \$264,000 has been approved for the implementation of community led projects



- Community Enterprise Foundation hosted three Grants Information Sessions and liaised extensively with RCRCs and community to ensure all stakeholder were well supported through the Grants process
- RCRCs initiated community surveys which provides additional insight into the key themes and recovery priorities of their region which is essential preparation for the development of regional Community-Led Recovery Plans
- The willingness for RCRC members to actively participate in operations of their committee and to enthusiastically execute their role

Over the last quarter of 2022, RCRCs will undertake a variety of activities including further engagement with the community and delivery of further grants.

9.6 Recovery priorities by region – Regional Community Recovery Committees

RCRCs engaged in consultation with the community over the June quarter of 2022. This was done through conducting surveys in each of the RCRC regions to ascertain the issues residents viewed as being important for recovery from the pandemic and June storm.

Map showing the geographical boundaries for each of the four Regional Community Recovery Committees

Based on analysis of collected data, priorities for each region are summarised as follows.

Urban Region Priorities

- **Build Community Connection** – Organise a series of community led events targeting urban residents with the aim of building their community connections and encouraging them to return to regular community activities.
- **Support for Community Groups** – Engage with community groups (volunteer organisations, youth groups, sports clubs etc.) to identify the present challenges they are facing and advocate within the community for residents to join community organisations and return to their pre-pandemic activities.
- **Improve Public Spaces** – Identify what urban residents believe community spaces are lacking at present and advocate for improvements that will benefit the community. Aim to inform residents around what public spaces and resources are presently available and encourage community engagement with these facilities.
- **Mental Health Awareness** – Identify present challenges urban residents face when trying to access mental health support services. Advocate for improved mental health resources and aim to build awareness around key mental health challenges that may be impacting the community.
- **Engagement with Council** – Ensure residents are aware of the presence of urban RCRCs in the community, their objectives, and the roles they play within Yarra Ranges Council. Educate the community around how residents can effectively engage with the urban RCRCs and Council more broadly.

Healesville – Yarra Glen Region Priorities ¹⁴

- **Build social connection within the community** – Plan and implement activities encouraging residents to socially re-connect with friends, family, and others following the easing of pandemic restrictions.
- **Build confidence in the community in returning to daily activities** – Hold a series of community events encouraging the community to get together with the aim of building upon existing local connections, creating new networks, and improving the social confidence of residents in returning to regular community activities.
- **Improve the mental health and wellbeing of the community** – Implement evidence-based activities promoting mental wellbeing that target and appeal to the broader community including activities that specifically appeal to young people.
- **Assist those who are struggling financially since the pandemic** – This focusses on those who have lost their employment since the pandemic and those on very low incomes.



- **Encourage residents to develop an emergency plan in response to future natural disasters** – This includes referring residents to reputable online resources to help them develop their own emergency plan.

Upper Yarra Priorities

- **Build strong community connection** - Organise a series of community led events targeting residents (rather than tourists) with the aim of building strong local connections and increasing confidence among the community in getting back to regular community activities.
- **Identify community spaces** – Identify spaces (outdoor and indoor) within the Upper Yarra region that are suitable and available to hold regular community connection events targeting residents.
- **Housing** – In consultation with the community, and potentially public and private sector housing services, explore options for secure housing that could be made available to those on low incomes and/or experiencing homelessness.
- **Improve the mental health and wellbeing of young people** - Implement evidence-based activities that promote mental wellbeing that target and appeal to young people.

9.7 Common themes and differences among the four regions

Several themes have emerged from the survey work conducted across the four regions of the Yarra Ranges. And among these, three common themes were identified across all regions consisting of:

- **Mental health** – This priority encompasses gaining access to mental health services and providing support to young people as well as the broader community
- **Community connection** – Building a strong community connection is seen as a priority and will be achieved through a variety of approaches including community events and other activities.
- **Community groups** – Supporting community groups, be they formal or informal, sporting clubs, youth groups, specialist hobby clubs, or other networks is seen as being very important to recovery across all four regions.

The survey data has also identified key differences in priorities specific to each local community. In the Hills Region, recovery priorities include advocating for more reliable power and internet services as well as having emergency event plans in place. While in the urban region, improving public spaces, which the community views as not being sufficient at present, is seen as having a higher priority.

Priorities for recovery identified in the Upper Yarra Region include the need for secure housing, particularly for those on low incomes or those experiencing homelessness. And in the Healesville – Yarra Glen Region, recovery priorities include having emergency event plans in place as well as assisting those who are struggling financially since the pandemic.

9.8 Advisory Committees

Yarra Ranges Council has seven long-term cohort specific Advisory Committees that consider key aspects of Council's business through their expert lens. These groups have been consulted in mid to late 2022 on any additional recovery actions that they see as being a priority going forward and to advise of any potential gaps in the plan overall.

Consultation has been undertaken with all seven of Council's Advisory Committees to ensure that perspectives are canvassed from a diverse range of cohorts, with a particular emphasis on the Indigenous community, young people, and the disability sector.

Advisory Committees consist of:

- Disability Advisory Committee
- Business Leaders Roundtable
- Rural Advisory Committee
- Positive Ageing Reference Group
- Youth Advisory Group
- Indigenous Advisory Committee
- Sustainable Environment Advisory Committee

9.9 Recovery governance

To support the recovery objectives and ensure their success, an emphasis on effective recovery coordination between Yarra Ranges Council, the Victorian State Government, responding agencies and the broader municipality is a high priority. With 55 townships and settlements across Yarra Ranges impacted by the pandemic and storm event, effective coordination of recovery will aim to reduce community fatigue and duplication of effort.

The main body monitoring the progress, coordination and impacts for the Storm and Flood event is the Municipal Storm Recovery Committee.

To ensure that all activities are driven by the needs of the community, the Community Recovery Committees, along with township groups and Council's standard advisory committees, will have input and provide influence up, down, and across the governance structure.

9.10 Establishment of the Recovery Directorate

Following the six week emergency phase, the response transitioned to a recovery phase. At this point a decision was taken to establish a dedicated Recovery Directorate within Council. This was done to ensure that recovery actions would be delivered in the quickest, most effective, and targeted way over the ensuing 18 months of recovery. The next phase involves embedding medium and longer term recovery activities into Council's existing functions. This will take effect from late 2022.





10. Recovery Activities 2021-22

In response to many of the serious impacts coming from the pandemic and June storm (mental health, access to mental and physical health services, family violence, and hardship), Council, in partnership with other agencies, has delivered a number of targeted activities.

A complete list of recovery activities that have been delivered to date is provided in Attachment 2 – Progress Against Recovery Activities. The attachment lists activities delivered over 2021 and 2022 with descriptions provided for each activity. Below are examples of activities listed against each recovery stream.

People, Culture and Wellbeing - key recovery activities

- Delivery of 'Pop-up Recovery Hubs' with a range of recovery partners and an Outreach Program to enable residents to connect with services
- A range of recovery activities have been delivered e.g. for families with young children, mental health first aid, and the significant 'Healing In Our Gardens' recovery program has now been launched
- A grant for community programs enabling townships and community groups to mark 12 months on from the June 2021 storm

Business, Tourism, and the Economy - key recovery activities

- Yarra Ranges JobLink - the online employment portal that connects jobseekers with employers in the Yarra Ranges.
- Hospitality training through a partnership with educators including CIRE and the Box Hill Institute.
- Buy/Enjoy/Employ Local – a marketing campaign developed to encourage the community to support local business.

Planning and Rebuilding - key recovery activities

- The 'Reimagining your rebuild' program is a series of workshops that provides expert planning and building guidance to residents whose homes were damaged by the June storm.
- Outreach to all 183 private property owners with storm damaged structures, and monitoring progress of application from these owners, with the team waiting on 51 potential planning applications.

Environment and Biodiversity - key recovery activities

- The two kerbside storm branch collections which picked up over 45000 cubic meters of branch debris from across the municipality including the Urban, Valley, and Hills regions.
- The private property clean-up program for community members who are financially or physically unable to clean up the extensive volume of storm related green waste on their properties. This work is supported by Council and is undertaken by not-for-profit organisations 'Habitat for Humanity' and 'Treasuring our Trees'.
- Processing the timber debris collected by Council through the storm clean-up and returning it to the public as a resource; providing logs to community groups, returning over 50 hollow bearing logs to and bushland for habitat, milling logs into planting stakes and fencing materials, and 18000 cubic meters of mulch going to the community and Council parks, with 2000 cubic meters of firewood to community.

Public Infrastructure – key recovery activities

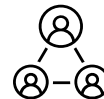
- Works to repair 35 Council facilities, including the extensive works needed at the Monbulk Aquatic Centre, which re-opened in September 2022 and the relocation of the Mount Dandenong Preschool. Both of which caused significant disruption to local communities. Extensive works to restore major and minor Council roads, drainage systems, bridges, and tunnels as well as reinstatement of pavement surfaces.

11. Recovery issues hampering recovery

A number of issues have been identified that are acting to slow the pace of recovery from both the pandemic and the June storm. There are outlined below.



Social Recovery Issues



- **Insurance issues** – major increases in insurance premiums, significant decreases in coverage and refusal for insurance for some previous policy holders considered to be in high-risk locations
- **CPI** - Cost of living pressures with the CPI rate at 6.1% as at June 2022**
- **Mental health** - Ongoing mental health impacts stemming from the pandemic with 15% of the community reporting significant impacts on mental health & 23% reporting trauma/anxiety from the June storm*
- **Access to services** - Delays in access to mental health services (reported by 40% of YRC community) and physical health services (reported by 24% of YRC community)*
- **Hardship** - Hardship arising from the pandemic reported by 26% of YRC community*
- **Daily activities** - Not being confident in returning to daily community activities reported by 22% of YRC community*
- **Temporary housing** - Insurance funded temporary rentals (residents with storm damaged homes) which expired in Jun 2022 under many insurance policies.
- **Housing costs** - Housing and rental affordability getting worse due to interest rate rises being passed onto home loans and renters
- **Power outages** - frequent power outages reported by 33% of YRC community*
- **Internet outages** - frequent internet outages reported by 35% of YRC community*

*YRC Pandemic & Storm Survey June 2022

**Consumer Price Index Australia June 2022, ABS



Planning and Rebuilding

- Rebuilding/repairs delayed by ongoing negotiations with insurance companies
- Decision-making for residents around whether to demolish or not
- Homeowners rebuild delayed until demolition has occurred
- Shortage of builders, trades people and building materials further delaying rebuilding
- Reported delays in being able to engage designers and architects
- Large tree debris remains on some resident properties hampering private property clean-up



Economic Recovery Issues



- ▶ Tight labour market - Extreme labour market shortages with a record low unemployment rate of 3.1 % for Victoria as at August 2022. This is driven largely by 2 years of very low immigration and a reduction in overseas students
- ▶ Workforce absenteeism - Employee absenteeism due to contracting Covid
- ▶ Operating costs - Business operating costs increasing due inflation and upward pressure on wages
- ▶ Supply chain issues – delays in supply chains are impacting sales of goods and services
- ▶ Insurance - Difficulty getting insurance, particularly businesses located in flood or bushfire prone areas
- ▶ Private finances – The financial situation reported as being worse now than before the pandemic by 30% of the YRC community*

**YRC Pandemic & Storm Survey June 2022*

11.1 Climate change impacts by 2030

Bushfire Risk by 2030 - Yarra Ranges LGA level

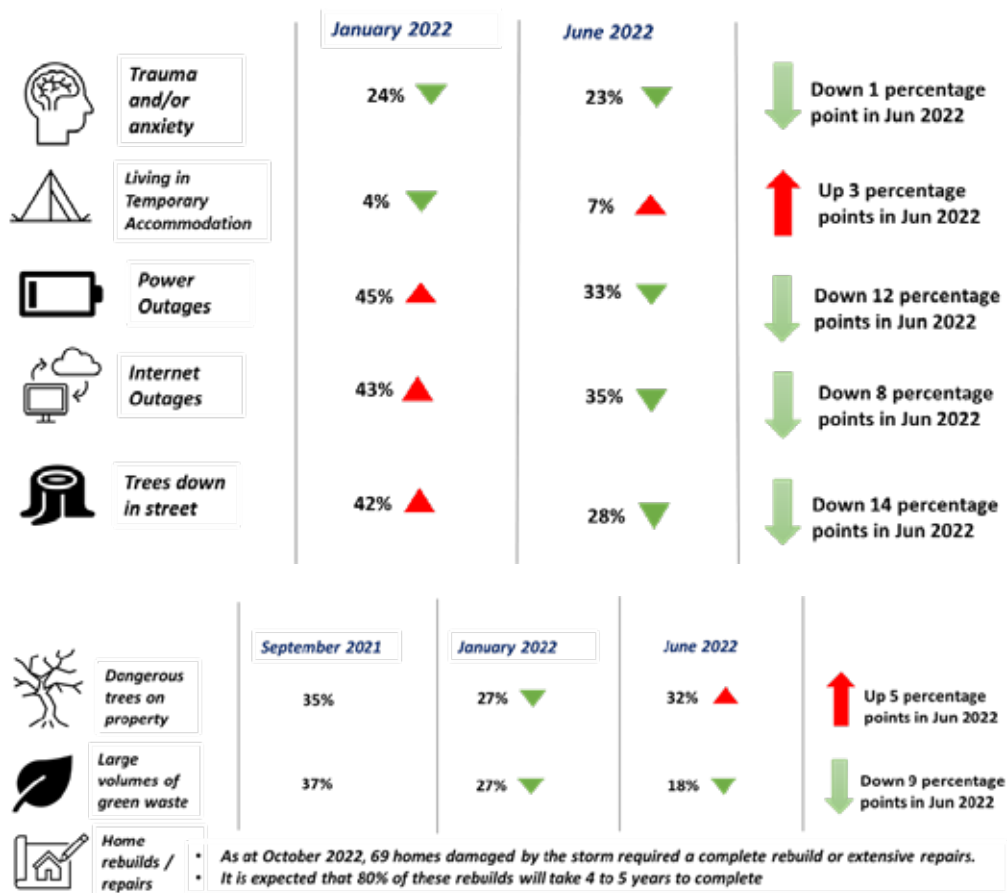
According to analysis by the Climate Council, by 2030 approximately 30% of properties located within the Yarra Ranges local government area will have a medium to high risk of bushfire. The implication of this assessment is that these properties may become uninsurable by 2030.

In comparison, the percentage of properties across Victoria estimated as medium to high risk by 2030 is 2.6%. This places the Yarra Ranges as being one the most bushfire risk localities in Victoria.

In addition, the Climate Council analysis suggests that 2.9% of Yarra Ranges properties are at a high risk of flooding by 2030. Surprisingly, the assessment by the Climate Council is that no properties in the Yarra Ranges are at high risk of extreme wind by 2030 – which is unexpected given the serious damage caused by extreme winds during the June 2021 storm event.

12. Impact assessment at the end of 2021-22

This section outlines key impacts from the pandemic and storm at the end of the 2021-22 financial year. It draws on data collected through three consecutive community surveys, community engagement undertaken by Regional Community Recovery Committees, outreach activity undertaken in the June quarter of 2022, and economic expenditure data collected through the Spendmapp application.



12.1 Schools survey results

A total of 113 school staff (mainly teachers) from both primary and secondary levels took part in a survey to help Council better understand how the pandemic and storm impacted school aged children. The survey was conducted in September 2022.

Notably, the vast majority of responses were obtained from the urban region (84% of all responses). Therefore these results are heavily skewed towards those living in the urban areas of the Yarra Ranges.

Some of the key findings from the survey are as follows:

- 34% of school staff indicated that 'most' of their students experienced impacts on their mental wellbeing stemming from the pandemic

- 77% believe that students and families experiencing hardship are encountering delays trying to access mental health support
- 27% of respondents indicated that staff believe the pandemic has had a 'major' impact on students' social lives and participation in after school activities
- 32% of respondents believing that this will lead to 'most' students being at a disadvantage academically in the longer-term
- 57% of school staff in the Yarra Ranges believe that since pandemic restrictions have eased, the negative impacts felt by students are now improving

These survey results support what was already known anecdotally, which is that the pandemic has had a significant impact on young people. Council has been developing a plan to address some of the worst impacts of the pandemic that specifically affect young people.

Yarra Ranges Council is working closely with the Department of Families, Fairness & Housing to support families, children, and young people directly and indirectly as well as advocating for ongoing support.

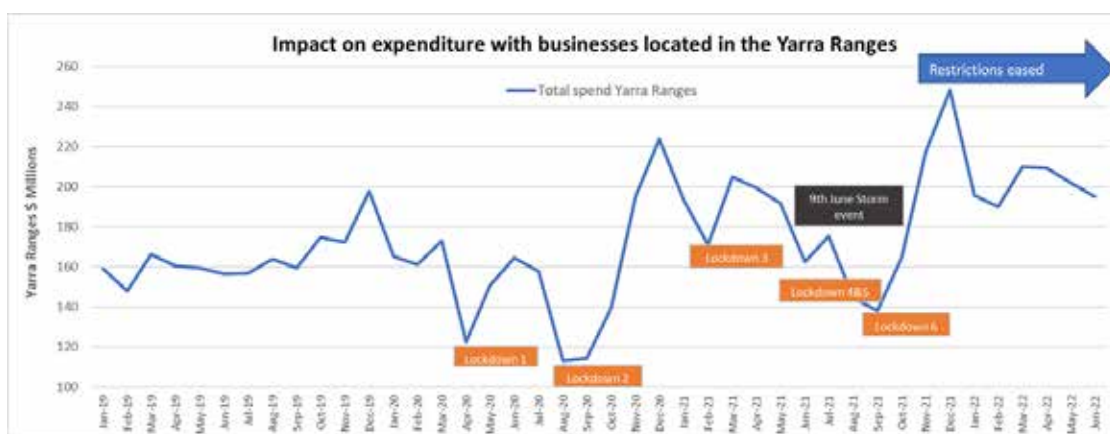
12.2 Expenditure assessment for the Yarra Ranges

There were several downturns in expenditure across Yarra Ranges immediately following each pandemic lockdown. This was further exacerbated by the June 2021 storm (see chart below). However, analysis of expenditure data over the first half of 2022 showed local economies to be remarkably resilient.

Expenditure with businesses located within Yarra Ranges experienced solid growth in the first half of 2022 despite an increased presence of COVID-19 in the community. Key points are:

- Expenditure in the first half of 2022 increased by \$79 million (up 7%) compared with the first half of 2021
- Expenditure in the first half of 2022 increased by \$265 million (up 28%) compared with the first half of 2020

These figures illustrate economic recovery in the Yarra Ranges, when measured in terms of total expenditure with businesses located within the Yarra Ranges, has shown solid growth over the first half of 2022. However going forward, the broader economy will come under increasing pressure due to factors including high rates of inflation, high interest rates, high energy costs and the possibility of recession.



13. Recovery over the medium to long term

13.1 Experience from the 2009 bushfires

The 2021 report produced by Melbourne University titled '10 Years Beyond Bushfires Report' examines the impacts and recovery of the community from the 2009 Black Saturday bushfires in Victoria. It looks at three timeframes consisting of the short term (less than 3 years), medium term (up to 5 years) and the long term (up to 10 years).

Results and recommendations contained in that report are based on research undertaken with more than 1,000 community members who were affected by the 2009 bushfires. Data was collected through community meetings, surveys conducted at 3, 5, and 10-years after the fires, and in-depth interviews undertaken at 3-4 years after the fires.

Long term recovery

The report makes it clear that while people affected directly by the Black Saturday bushfires have shown a remarkable capacity to adapt and recover over the ten years following the fires, there remains a proportion of the community who are still recovering over the medium to longer term.

The two main themes of ongoing impact for these people were: ¹⁵

- mental health issues or severe distress at both 5 and 10 years after the event
- financial stress was reported by 24 per cent of respondents at 5 years following the bushfires while 17 per cent reported financial stress at the 10 year mark

As such, the primary recommendation is Council establishes a 5-year framework for recovery in areas known to have longer recovery timeframes, and in doing so, support both recovery and community resilience building.

13.2 Recovery Timeline – the next five years

In line with key recommendation coming from the '10 Years Beyond Bushfires Report' that a five- year framework for recovery from major disasters be established, this Municipal Recovery Plan sets out support and actions to enable recovery from the pandemic and storm over the medium to longer term, as indicated in the recovery timeline below.

While support will be required over the medium to longer term, longer-term recovery activities will target a relatively smaller cohort consisting of those most impacted by the June storm. As such, Yarra Ranges Council's Recovery Directorate is being progressively absorbed back into the organisation to raise organisational capacity in responding to impacted communities as part of our sustained business model.

In conclusion, while understanding recovery activities will focus on a smaller cohort in the medium to longer term, Council is well placed in partnership with the State and Federal Government to support the longer-term need of impacted communities in:

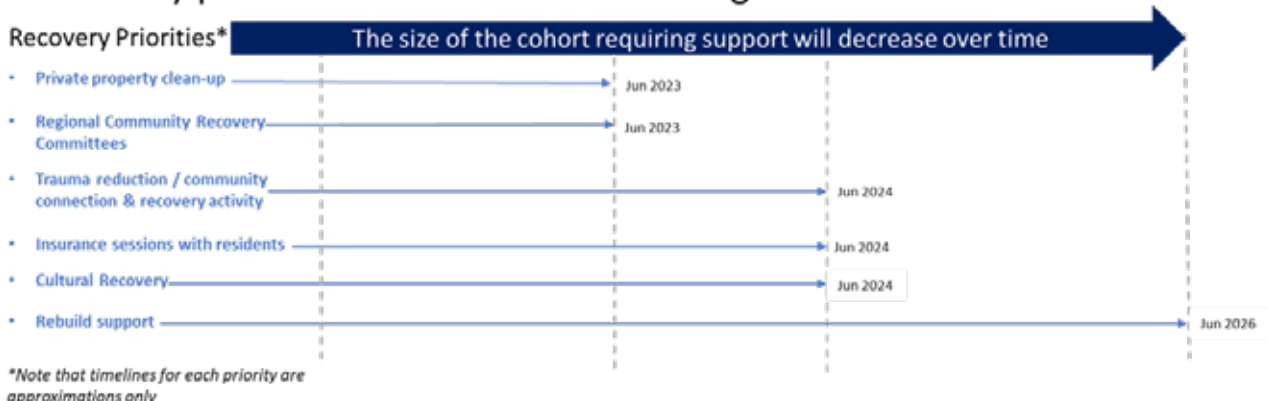
- Rebuild and repair support
- Cross-government collaboration on temporary accommodation options for those rebuilding / repairing
- Ongoing support for residents – with a focus on trauma and private property clean-up



This proposal is supported by current evidence of the pace of our community's recovery including:

- There are 51 potential planning applications for rebuild or repairs. It is expected that 80% of rebuilds will be completed within the next four to five years. Currently only one planning permit has been applied for and approved for a total rebuild.
- As of August 2022, there are 55 households that remain displaced from their homes awaiting rebuild or repairs. Of these households, the majority are renting or are reliant on family or friends for accommodation, while the situation for some households is not known. For many of these residents, their insurance no longer covers the cost of their rental fees and there is a known market shortage for rental properties across Yarra Ranges
- As at June 2022, 16 (or 23%) of respondents to Council's storm impact survey reporting ongoing trauma from the storm. In addition, 275 residents were being supported by case managers as at July 2022.
- More broadly, the 2021 Census identified that the Yarra Ranges municipality ranked seventh highest for residents with mental health conditions within metro Melbourne.

Recovery priorities with transition into regular in-house activities



13.3 Advocacy by Yarra Ranges Council

An increasingly important role to be played by Yarra Ranges Council is to advocate for the ongoing recovery needs of the community. This will include advocating with government agencies for ongoing funding in order to support recovery efforts over the medium to longer term.

The Recovery Action Plan located at the back of this document outlines a number of advocacy actions. This includes:

- Advocating with State and Federal Government to provide recovery support for the total time that will be required
- Undertaking advocacy on behalf of residents to address insurance as well as repairing and rebuilding issues
- Advocating for ongoing funding of the Lilydale Youth Hub
- Continuing to advocate for improved essential services, particularly the need for more reliable telecommunications and power supply
- Supporting other agencies as they advocate for resources to support environmental and biodiversity recovery with State and Federal Governments.

13.4 Funding Recovery

Delivering the full outcomes outlined in the Municipal Recovery Action Plan is estimated to cost \$26 million. As at the end of September 2022, Yarra Ranges Council has expended \$18 million on the recovery effort.

To date, there have been several announcements of support in addition to funding, including advances, received under Category A and B of the Disaster Recovery Funding Arrangements (DRFA) that is supported by the Federal and State Governments in partnership.

\$15.2 million has been received across the following areas, significantly easing the pressure on cashflow, and enabling the significant activity that has been summarised above, including:

- \$3.8 million for staffing the Recovery Directorate for 2021-22 – received
- \$8.2 million approved DRFA claims and advances – received
- \$320k from Department of Environment, Land, Water and Planning for the Storm Rebuilding Support Service Scheme – received
- \$2.0 million Kerbside Storm Branch Collection – received
- \$161k under the Targeted Recovery Funding Initiative – received
- \$657k from ERV for Property Clean-up – received
- \$2.0 million for staffing the Recovery Directorate for 2022-23 – not yet received

In addition, the first payment of \$2.4 million under the Preparing Australian Communities initiative was received in June.

While the grants and DRFA support is very welcome and does make a difference, Council is still no clearer on the overall level of funding support that will be made available by State and Commonwealth Governments.

13.5 Strategic Links & Risk Mitigation

Council is required under Emergency Management legislation to provide a supporting role to the lead agency in terms of emergency response and coordinate relief and recovery at the local level.

Council's recovery response is consistent with the current Yarra Ranges Council Plan, the Draft Council Plan 2021-25, the Health and Wellbeing Plan, and the Long-Term Financial Plan.

13.6 Recovery risk mitigation

Risk	Description	Mitigation
Bushfire	Frequency and intensity of events is building	Fuel management Community Education & Preparedness
Telecommunications	Unreliable internet and mobile connectivity, particularly following emergency events such as bushfire and severe storms.	Advocacy by YRC with State Government, NBN.Co and mobile carriers seeking to resolve ongoing issues and improve reliability, particularly during emergency events.
Community Health & Wellbeing	Limited access by the community to critical services such as mental health may inhibit recovery by some residents, particularly those that are most vulnerable.	Working with service providers to monitor demand for services and to ensure access is prioritised for vulnerable community members.
Increasing Frequency of Events and Support Levels to Local Government.	Cost shifting and being in a rate capped environment limits Local Government's ability to respond comprehensively	Consistent funding arrangements Building resilience to limit impacts where possible
Cumulative impacts of multiple events	Multiplicity puts pressure onto everything. An example would be drains that are not designed for the scale of a severe storm event.	Continued advocacy
Ageing Infrastructure	Utilities infrastructure including power, gas, and water is ageing and becoming less reliable, particularly during emergency events such as bushfire and severe storms.	Continued advocacy on behalf of the community by Yarra Ranges Council with State Government and utilities companies.



14. RECOVERY ACTION PLAN

Council's recovery journey requires us to start integrating significant events into business as usual, just as the community needs to adapt for higher preparedness to manage the changing reality and climate. The new normal may mean that the community has greater levels of awareness when events are forecast to occur and have firm action plans to respond accordingly.

Council has taken a project management approach to its' delivery of recovery actions, with clear project scopes informed by extensive data collection on event impact, assessment of risks and with actions and timeframes developed to guide timely and effective delivery of services to assist the community.

We will continue to work in partnership with the State Government, particularly Emergency Recovery Victoria and local community services organisations to identify issues of concern and to deliver a coordinated, efficient, and effective recovery from both the pandemic and the storm event.

The development of these actions has been informed by:

- Initial and secondary storm impact assessments
- Pandemic and storm impact surveys
- Evidence from evaluations of previous recovery responses
- Feedback and planning undertaken with relevant council officers
- Feedback/information gathered through community meetings and the Regional Recovery Committees
- ERV Community Recovery Framework
- Council's COVID-19 Pandemic Recovery Framework

While this recovery plan has been developed to address the 9 June 2021 weather event, it is extremely relevant this emergency occurred during the global COVID-19 pandemic. Many of the social impacts of the storm event have compounded the impact of the pandemic. This plan incorporates a number of actions that were initially developed in response to the pandemic but will be significant in responding to the impact of the storm or in preparing for future emergency events as well.

14.1 Advocacy Action Plan

This plan has been developed to respond to the following objective:

To inform various government agencies of ongoing recovery themes, challenges, and needs in the community and to advocate for increased funding and support to assist with recovery efforts.

Note that advocacy work is unfunded and is being undertaken as part of Council’s BAU activities.

Theme/Issue	Risk / Challenge	Action	Responsibility	Time-frame	Funding Sources
Services and support	Residents have been impacted by the pandemic, June 2021 Storm, and further significant weather events. Significant social, psychological, and economic impact has resulted. Evaluation of previous recovery events indicates that a 5-year recovery timeframe be planned for.	1. Advocate to State and Federal Government to pilot a model with Council that enables and resources recovery for the full expected recovery duration.	YRC	Quarter 1 2022/2023 to Quarter 4 2025/2026	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Services and support	Residents have been impacted by the pandemic, June 2021 Storm, and further significant weather events. Significant social, psychological, and economic impact has resulted. Evaluation of previous recovery events indicates that a 5-year recovery timeframe be planned for.	2. Advocate to State Government for relevant services to be adequately and consistently resourced to address the Financial, Legal, and Psychosocial impact on residents of the June 2021 Storm.	YRC	Quarter 1 2022/2023 to Quarter 4 2023/2024 (anticipated)	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Services and support	Residents have been impacted by the pandemic, June 2021 Storm, and further significant weather events. Significant social, psychological, and economic impact has resulted. Evaluation of previous recovery events indicates that a 5-year recovery timeframe be planned for.	3. Raise awareness of and undertake advocacy relating to the insurance issues being experienced by residents, businesses, and community organisations.	YRC	Quarter 1 2022/2023, ongoing	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Services and support	Residents with properties requiring significant repair or rebuild are likely to face financial, logistical, administrative and psychological challenges over an extended period of time. Some properties may not be restored for a further 5 years.	4. Advocate to the State Government for financial supports to be made available for residents facing significant repairs/rebuilds (as provided in response to other recent disasters).	YRC	Quarter 1 2022/2023 to Quarter 4 2025/2026 (expected minimum)	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Services and support	Young people have been disproportionately impacted by the pandemic and there are service gaps for Mental Health services across the Yarra Ranges.	5. Advocate to the State Government for resources to implement a youth focussed recovery plan.	YRC	Quarter 1 to Quarter 2 2022/2023	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Inform the priorities of whole-of-government recovery coordination arrangements	Negative impact on economic and community wellbeing.	6. Continue to update and work with key areas and Ministers of the State and Commonwealth Government regarding solutions for the local challenges to business.	YRC	Quarter 2 2021/2022, ongoing	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Manage and mitigate risks to the community	The Yarra Ranges remains at risk from disruption to essential services, particularly telecommunications and power.	7. Advocate for improved essential services, notably improved telecommunications, and power infrastructure.	YRC	Ongoing	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Inform the priorities of whole-of-government recovery coordination arrangements	Limited support for assets that are damaged by compounding events.	8. Advocate for State recognition that assets such as drainage systems, that experience compounding events that erode and stress these assets.	YRC	Quarter 2 2021/2022, ongoing	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Services and support	Residents with properties requiring significant repair or rebuild are likely to face financial, logistical, administrative, and psychological challenges over an extended period of time. Some properties may not be restored for a further 5 years.	9. Advocate to the State Government to continue the Rebuilding Support Service past June 2023 and for support in improving the systems and supplies needed by residents as they face the skills, materials, and other construction barriers to their rebuilding needs.	YRC	Quarter 1 2022/2023 to Quarter 4 2025/2026 (expected minimum)	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities
Manage and mitigate risks to the natural environment	Ensuring there are resources to support environmental recovery from the loss of biodiversity and habitat	10. Advocate to the State and Federal Governments for resources to enable support for effective environmental and biodiversity recovery. Support to include; biodiversity restoration, habitat and fauna monitoring, targeted weed and pest animal monitoring and control.	YRC	Quarter 1 to Quarter 4 2024/2025	Advocacy work is unfunded and undertaken by Yarra Ranges Council as part of BAU activities



14.2 People, Culture and Wellbeing Action Plan

This plan has been developed to respond to the following objective:

- To ensure people have access to the support, services, and resources they need to address the impacts of the emergency; prevent the escalation of needs; and long-term negative impacts on health and wellbeing.

People, Culture & Wellbeing Committee and Sub-committee representatives:

- Anglicare
- Eastern Community Legal Centre
- EACH
- Red Cross
- Emergency Recovery Victoria
- Windermere
- Inspiro
- Department of Families, Fairness & Housing
- Victorian Council of Churches
- Department of Education & Training

Confirmed and potential implementation partners:

- Youth Service Providers/Youth Support Organisations
- Oonah
- Habitat for Humanity
- Treasuring Our Trees
- Insurance Council for Australia
- Community Enterprise Foundation
- Eastern Volunteers
- Migrant Information Centre
- Eastern Domestic Violence Service
- Boorndawan Willam Aboriginal Healing Service
- Neighbourhood Houses and all community organisations across the Yarra Ranges.

Theme/Issue	Risk / Challenge	Action	Responsibility	Time-frame	Funding Sources
Timely and appropriate information	A number of residents will require support from a range of agencies to address their needs. Services will be most effective when integrated. Impacted residents may not be aware that services are available.	11. Publicize information about available recovery support across impacted communities and provide events for residents to connect with services.	YRC	Quarter 1 2022/2023 to Quarter 4 2023/2024	Yarra Ranges Council Council Support Fund (ERV) Recovery Support Program (DFFH)
Manage environmental risks on private land	Some residents lack the means and/or were unable to access support to remove tree debris from their residences	12. Deliver the Community Clean Up Program assisting residents with private property clean-up and support the repurposing of reclaimed timber in community projects.	YRC and community partners	Quarter 1 to Quarter 4 2022/2023 and potentially longer	Council Support Fund (ERV) Kerbside Collection (DELWP) Private Property Clean-up Grant (ERV)
Services and support	Community members will recover at their own pace, and at different times. Evidence indicates that there will be an increase in unhealthy lifestyle behaviour such as alcohol consumption. The evidence base indicates the importance of: • A range of appropriate acknowledgements of significant event anniversaries • Fun-family activities • Community- based low intensity interventions • Building the capacity of existing community organisations The evidence base indicates the value of debriefing and story-telling opportunities.	13. Deliver the Healing In Our Gardens Program to restore resident gardens and promote community connection.	YRC and community partners	Quarter 1 to Quarter 4 2022/2023 and longer depending on identified benefit	Yarra Ranges Council Community Led Recovery Grant - Anticipated (ERV)
Services and support	Research indicates that young people have been significantly impacted by the pandemic and that this will increase. This impact has been compounded in the Storm impacted Area.	14. Develop and implement a youth focussed recovery plan, seeking additional resources from State Government as required.	YRC	Quarter 2 2022/23 to Quarter 4 2024/2025	Unfunded currently
Services and support	A number of residents will require support from a range of agencies to address their needs. Services will be most effective when integrated. Impacted residents may not be aware that services are available.	15. Provide a range of recovery support services (financial, legal, psychosocial) and transition any residents requiring further support to ongoing services as dedicated services cease.	Anglicare, EACH, Eastern Community Legal Centre, Inspiro, Windermere	Quarter 1 2022/2023 to Quarter 2 2023/2024 but longer may be required for some services	Recovery Support Program (DFFH)
Services and support	A number of residents will face extended rebuilding times. Council will seek to build relations with all residents in this situation and provide information and access to other support.	16. Provide an information and supported referral service for residents experiencing ongoing storm impacts.	YRC	Quarter 1 2022/2023 to Quarter 4 2023/2024 but longer may be required	Council Support Fund (ERV)
Services and support	Some residents may require extensive support to resolve insurance issues.	17. Provide information sessions and advocacy support for residents requiring support with insurance matters.	YRC, IAC, ECLC	Quarter 1 to Quarter 4 2022/23	Council Support Fund (ERV)
Services and support	A number of residents will require support from a range of agencies to address their needs. Services will be most effective when integrated. Impacted residents may not be aware that services are available.	18. Facilitate a Community of Practice for agencies supporting storm impacted residents	DFFH (lead), Anglicare, Inspiro, EACH, YRC, Windermere	Quarter 1 2022/23 to Quarter 4 2023/2024	Previously facilitated by DFFH
Enable Community Led Recovery	Community/individual recovery is most effective when community led. A range of opportunities need to be provided for community to participate and influence recovery. There is a strong desire from community to be better prepared for a future emergency which will assist their recovery.	19. Implement four Regional Community Recovery Committees (RCRCs) and support each to fund recovery activities as they determine.	YRC in partnership with Community Enterprise Foundation	Quarter 1 2022/2023 to Quarter 4 2022/2023 with project delivery up until Quarter 4 2023/2024	Yarra Ranges Council Council Support Fund Community Led Recovery Grant - Anticipated (ERV)

Theme/Issue	Risk / Challenge	Action	Responsibility	Time-frame	Funding Sources
Services and support	Community members will recover at their own pace, and at different times. Evidence indicates that there will be an increase in unhealthy lifestyle behaviour such as alcohol consumption. The evidence base indicates the importance of: <ul style="list-style-type: none"> • A range of appropriate acknowledgements of significant event anniversaries • Fun-family activities • Community- based low intensity interventions • Building the capacity of existing community organisations The evidence base indicates the value of debriefing and story-telling opportunities	20. Work with community groups and other relevant stakeholders to develop and deliver recovery programs and activities that promote community connection and wellbeing across the Storm Impacted area.	YRC and community partners	Quarter 1 2022/23 to Quarter 4 2023/2024	Yarra Ranges Council Council Support Fund (ERV) DFFH Targeted Recovery Fund
Services and support	Community members will recover at their own pace, and at different times. Evidence indicates that there will be an increase in unhealthy lifestyle behaviour such as alcohol consumption. The evidence base indicates the importance of: <ul style="list-style-type: none"> • A range of appropriate acknowledgements of significant event anniversaries • Fun-family activities • Community- based low intensity interventions • Building the capacity of existing community organisations The evidence base indicates the value of debriefing and story-telling opportunities.	21. Support community to provide events they consider appropriate at the 24-month mark through a further small grant application round.	YRC	Quarter 4 2022/2023 to Quarter 4 2025/26	Yarra Ranges Council
Services and support	The severe weather event and pandemic have had a significant impact on the mental wellbeing of residents	22. Implement Mental Wellbeing Project to strengthen community mental wellbeing and resilience.	YRC	Quarter 1 2022/23 to Quarter 4 2024/25	Yarra Ranges Council
Enable Community Led Recovery	It is recognised that the exploration of Indigenous ways of knowing will enable Council to respond more effectively in future emergencies.	23. Develop a Cultural Recovery Program informed by consultation with relevant Aboriginal Traditional Owner and Community stakeholders.	YRC and Aboriginal Community Controlled Organisations, Traditional Owner Groups, Indigenous Advisory Committee and Indigenous Advisory Committee	Quarter 1 2022/23 to Quarter 4 2023/2024	Yarra Ranges Council Council Support Fund Community Led Recovery Grant - Anticipated (ERV)
Services and support	The most vulnerable and marginalised residents will require support from emergency relief networks and targeted recovery support engagement.	24. Strengthen provision of emergency relief through implementing the recommendations from the review of Yarra Ranges Emergency Relief Network.	YRC and YERN	Quarter 1 to Quarter 4 2022/2023	Yarra Ranges Council Preparing Australian Communities Fund
Manage and mitigate risks to the community	Evidence indicates that there will be an increase in aggressive behaviour and in family violence in the community.	25. Identify opportunities to prevent the escalation of male violence against women in the most impacted areas.	YRC, Women's Health East & Partners	Quarter 2 to Quarter 4 2022/2023	Yarra Ranges Council



14.3 Business, Tourism and Economy Action Plan

This plan has been developed to respond to the following objective:

- To address the economic impact of an emergency, including impacts on individuals and households, small and large businesses, industries, primary producers, tourism, and the broader economy.

Business, Tourism and Economy Committee and Sub-committee representatives:

- Yarra Range Government Agencies
- ERV
- DJPR
- Small Business, Agriculture Victoria, and Metropolitan Partnerships
- Yarra Ranges Tourism
- Box Hill Institute
- CIRE

Confirmed and potential implementation partners:

- Eastern Regional Libraries
- OELLEN
- Yarra Ranges Business, Industry and Traders Groups
- Neighbourhood Houses
- Yarra Ranges Tech School

Theme/Issue	Risk / Challenge	Action	Responsibility	Time-frame	Funding Sources
Inform the priorities of whole-of-government recovery coordination arrangements	Negative impact on economic and community wellbeing	26. Implement a regional program that will (i) address workforce shortages, (ii) reduce barriers for job-seekers, and (iii) increase incentives for employers.	YRC Coordinator, ROC Worker, Coms	Quarter 1 2022/2023 -Quarter 4 2023/2024	Council Support Fund (ERV)
Inform the priorities of whole-of-government recovery coordination arrangements	Negative impact on economic and community wellbeing	27. Deliver a small grants program for Business & Traders to activate economic recovery.	YRC, Trader, Coordinator	Quarter 1-Quarter 4 2022/2023	Yarra Ranges Council
Services and support	Negative impact on economic and community wellbeing	28. Produce regular marketing message information sheets for distribution to all businesses to use in their promoting the region.	YRC Eco Recovery Team	Quarter 1-Quarter 4 2022/2023	Council Support Fund (ERV)
Services and support	Limited community awareness and accessibility of available services and programs	29. Collate business support initiatives from various services, banks, Government Agencies and ensure effective dissemination to businesses and their employees	YRC Eco Recovery Team	Quarter 1-Quarter 4 2022/2023	Council Support Fund (ERV)
Services and support	Businesses wish to develop their resilience to future events in addition to recovering economically	30. Facilitate a series of forums or workshops via partnerships relating to economic recovery, resilience, employment and disaster management open to local businesses and industry groups.	YRC Eco Recovery Team	Quarter 1-Quarter 4 2022/2023	Council Support Fund (ERV)
Timely and appropriate information	Inaccurate information on the extent of economic impacts	31. Undertake business engagement to develop evidence-based arguments to state and commonwealth government for adequate business assistance.	YRC Eco Recovery Team	Quarter 1-Quarter 4 2022/2023	Council Support Fund (ERV)
Timely and appropriate information	Inaccurate information on the extent of economic impacts	32. Use the local evidence base to better inform decision making, planning and advocacy.	YRC Eco Recovery Team	Quarter 1-Quarter 2 2022/2023	Council Support Fund (ERV)

14.4 Public Infrastructure Action Plan

- This plan has been developed to respond to the following two objectives:
- To inform the priorities of whole-of-government recovery coordination arrangements so that affected communities receive timely and appropriate information, services, and support as they relate to the built and natural environment.
 - To manage consequences and mitigate risks to the built and natural environment on public and private land
- Public infrastructure working group confirmed/proposed members:
- Yarra Ranges Council (YRC)

Theme/Issue	Risk / Challenge	Action	Responsibility	Time-frame	Funding Sources
Manage and mitigate risks to the built environment	Return infrastructure impacted by storm to pre-existing service levels	33. Oversee and coordinate the delivery of the Road Reconstruction Program funded through DRFA category B works for 12 projects.	YRC	Quarter 2 2021/2022 to Quarter 2 2022/23	DRFA

14.5 Environment and Biodiversity Action Plan

- This plan has been developed to respond to the following two objectives:**
- To inform the priorities of whole-of-government recovery coordination arrangements so that affected communities receive timely and appropriate information, services, and support as they relate to the built and natural environment.
 - To manage consequences and mitigate risks to the built and natural environment on public and private land.
- Environment & Biodiversity working group confirmed/proposed members:**
- Yarra Ranges Council (YRC)
 - Emergency Recovery Victoria (M)
 - Melbourne Water
 - Parks Victoria

Theme/Issue	Risk / Challenge	Action	Responsibility	Time-frame	Funding Sources
Manage and mitigate risks to the natural environment	Lack of uniform environmental outcome considerations in emergency response activity	34. Deliver the Habitat and Hollows pilot program, which will establish new cavities to replace lost habitat suitable for local wildlife across six Council sites.	YRC	Quarter 2 2021/2022 to Quarter 2 2022/23	DRFA
Manage and mitigate risks to the natural environment	Supporting community and environmental volunteer's recovery from the loss of biodiversity and habitat	35. Deliver a program complementary to the Habitat and Hollows pilot for Biodiversity Restoration on 15 private properties impacted by the storms.	YRC	Quarter 1 2022/23 to Quarter 4 2022/23	Recovering Our Landscape (DELWP)
Services and support	Supporting the community to reduce fire risk through fuel management	36. Develop third round Storm branch collection for storm impacted suburbs.	YRC	Quarter 1 2022/2023 to Quarter 2 2022/2023	Kerbside Collection (DELWP)

14.6 Planning and Rebuilding Action Plan

This plan has been developed to respond to the following two objectives:

- To inform the priorities of whole-of-government recovery coordination arrangements so that affected communities receive timely and appropriate information, services, and support as they relate to the built and natural environment.
- To manage consequences and mitigate risks to the built and natural environment on public and private land

Planning and Rebuilding working group confirmed/proposed members:

- Yarra Ranges Council (YRC)
- Emergency Recovery Victoria (ERV)
- Department of Environment, Land, Water and Planning (DELWP)
- Country Fire Authority (CFA)

Theme/Issue	Risk / Challenge	Action	Responsibility	Time-frame	Funding Sources
Timely and appropriate information	Incomplete impact data quality of damaged and destroyed private property.	37. Complete the Municipal Building inspections for homes destroyed and / or damaged by 9 June storms and continue to issue, monitor, and enforce emergency and building orders.	YRC	Quarter 2 2021/2022 to ongoing	Yarra Ranges Council
Timely and appropriate information	Incomplete impact data quality of damaged and destroyed private property.	38. Maintain centralised list of damaged private property with associated overlays (bushfire, erosion) size, age, connection to sewer and reticulated water supply.	YRC	Quarter 1 2022/2023 to Quarter 4 2025/2026 (expected minimum)	Council Support Fund (ERV)
Services and support	Navigating residents successfully through the complicated planning processes required to rebuild. Evaluation of previous recovery events indicates that a 5-year recovery timeframe be planned for.	39. Continue to provide advice and support through the Planning and Rebuilding teams for storm impacted residents. Including the assessment of planning applications, coordinating with Country Fire Authority to provide advice on pre-application queries and coordinating with public health team on septic and related issues.	YRC	Quarter 1 2022/2023 to Quarter 4 2025/2026 (expected minimum)	Yarra Ranges Council
Services and support	Addressing the cost and accessibility barriers faced by residents engaging in planning processes to rebuild.	40. Continue to provide the Rebuilding Support Service to storm impacted residents including access to planning related experts, providing small group sessions and one on one planning advice in navigating the planning scheme.	YRC	Quarter 2 2021/2022 to Quarter 4 2022/2023	Rebuilding Support Service (DELWP)
Whole-of-government recovery coordination arrangements	Simplifying and streamlining planning and rebuilding processes and systems for storm impacted communities	41. Continue to offer relief options such as fee waiving for storm impacted landowners.	YRC	Quarter 2 2021/2022, ongoing	Yarra Ranges Council
Services and support	Supporting the community to build better social and built form resilience to help reduce the impacts of natural disasters	42. Oversee the research and reporting on the Landslip Risk Assessment	YRC	Quarter 4 2021/2022 to Quarter 3 2022/2023	Council Support Fund (ERV) Preparing Australian Communities Fund

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Page 79



Status of the Municipal Recovery Plan

The first version of the Municipal Recovery Plan (MRP) was endorsed by Council in December 2021 and was updated in April 2022. The third version of the MRP was extensively revised and endorsed in December 2022. The revision included updated storm and pandemic impact data, expenditure data, cultural recovery priorities, and detailed the anticipated recovery timeframe going forward and a revised action plan.

This document provides an overview of the status of the MRP and highlights the progress against Recovery Actions as specified in Version 3 with a summary of recovery activities that have been undertaken to June 2024. Actions have concluded as of June 2024 unless otherwise specified. Where required, ongoing support will be provided through core services.

Community Engagement

Recovery Actions delivered to June 2024 have been informed by extensive engagement with the Yarra Ranges community to provide direction on the recovery priorities that would lead to positive outcomes for the community, including (but not limited to):

- Outreach – door knocking and calls to displaced residents, pop up hubs;
- Direct feedback through our recovery partners and impacted residents;
- Surveys and consultation undertaken by four Regional Community Recovery Committees;
- The storm and pandemic recovery survey (conducted 4 times over 2021-23);
- Feedback from Council’s seven advisory groups.

Outcomes

Activity outcomes – listed in third column, are aligned to the Australian Disaster Resilience Monitoring - Recovery Evaluation Framework, or as stated. Examples of related activities are shown in (brackets).

Actions beyond June 2024

People, Culture & Wellbeing			Status
YRERN recommendations	Project officer has been engaged through a third party to strengthen the connections and provision of the Relief network. ¹	Ongoing Community members are aware of each other's potential needs from future disasters through formal and informal networks and plans (Plan for future disasters and build resilience and responsive capability)	Dec 2024 <i>Integration and support through YRC Community Development Team in place.</i>
Mental wellbeing project	The Mental Wellbeing Major Initiative Project Internal Working Group have now drafted eight outcome statements that capture the areas of Council influence. The intention is that these statements will help determine Council's key mental wellbeing priorities as the next Council Plan and Health & Wellbeing Plan 2025-2029 are prepared. This will be followed by an evaluation framework that will help Council to measure the success of these efforts and understand if these activities are making the meaningful change to the community they strive to achieve. The Mental Wellbeing	Ongoing Community members can access appropriate services to deal with health needs. Community members have the knowledge, skills, and resources for dealing with health issues related to the disaster experience	June 2025 <i>Embedded with the reshaping of the new Health & Wellbeing Plan 2025-2029</i>

¹ Scheduled to conclude June 2024 as per MRP, however, Project Officer position is funded until March 2025 - Resilient Yarra Ranges

	Project Co-ordinator role will continue for a further 12 months to ensure these deliverables are achieved, funded via the Health & Wellbeing Operational budget. ²		<i>In place to support the progress of work into the Health & Wellbeing Plan 2025-2029</i>
Advocacy			
Activity	Output	Outcome	Status
Better telco & power infrastructure - advocacy	Advocate for improved essential services, notably improved telecommunications, and power infrastructure.	Ongoing Infrastructure is built with regard to local disaster risks (ie. through better planning and building resilience and responsive capability for future disasters).	June 2026
Business recovery -advocacy	Continue to update and work with key areas, and Ministers of the State and Commonwealth Government regarding solutions for the local challenges to business	Ongoing Businesses have secure and stable access to supply chains, and networks (including markets, physical infrastructure and assets as well as telecom networks).	June 2026

² Scheduled to conclude June 2025 as per MRP

Planning and Rebuilding			
Activity	Output	Outcome	Status
Building inspections - storm damaged homes	Municipal Building inspections undertaken for homes destroyed and / or damaged by 9 June storms and the issuing, monitoring and enforcement of emergency and building orders. As of 31 October 2023, the total number of properties damaged has increased by one property every month since Oct 2021. ³	Ongoing Infrastructure is built in accord with current knowledge and practices for mitigating disaster impact (ie through inspection and assessment of damage to private buildings).	June 2026
Damaged private property data	Maintained a centralised list of damaged private property with associated overlays (bushfire, erosion, vegetation, heritage) size, age, connection to sewer and reticulated water supply. ⁴	Ongoing Infrastructure is built in accord with current knowledge and practices for mitigating disaster impact (Regulatory changes - land use planning, building standards, development guidelines, or other requirements)	June 2026

³ Continue through to June 2026

⁴ Bespoke offering beyond June 2024 through to June 2026.

Planning support to impacted residents	Provided advice and support through the Planning and Rebuilding teams for storm impacted residents. Including the assessment of planning applications, coordinating with Country Fire Authority/Fire Services Victoria to provide advice on pre-application queries and coordinating with public health team on septic and related issues. ⁵	Ongoing Community members have access to appropriate and affordable housing in a timely manner (Council advice, including community information sessions) on process for rebuilding, insurance and design issues)	June 2026
Fee waiving for storm impacted landowners	Council has provided some relief options such as fee waiving for storm impacted landowners. ¹⁴	Ongoing Households, families, and individuals have the information needed to make decisions (through adjustments to rates and other charges for affected businesses and households).	June 2026

⁵ Beyond June 2024 through to at least June 2026 as people work through the rebuilding and repairing process.

Storm and Pandemic Recovery Actions delivered to June 2024

Activities are categorised under the five recovery streams consisting of (i) Business, Tourism & the Economy; (ii) People Culture & Wellbeing; (iii) Planning & Rebuilding; (iv) Environment & Biodiversity and (v) Public Infrastructure.⁶

Business, Tourism & the Economy			
Activity	Output	Outcome	Status
Regional Workforce Program	<p>65 businesses in Region of Choice committed to continuous improvement.</p> <p>The program has reached maintenance phase whereby the project includes research into ways to strengthen council's engagement and collaboration with the Region of Choice Partners, encouraging continuous improvement of charter values, and improved accessibility to career paths for potential new jobseekers.</p> <p>Received a national Economic Development Australia (EDA) award for marketing and promotion.</p>	<p>Industries and businesses recover and leverage economic strengths and opportunities.</p> <p>People participate in established and new employment opportunities⁷ (ERV Recovery Outcomes)</p>	<p>Completed June 2024</p> <p><i>BAU within Eco.</i></p> <p><i>Development team continue to promote local investment</i></p>

⁶ This summary does not include Advocacy actions that are specified in the MRP.

⁷ <https://www.vic.gov.au/emergency-recovery-framework/recovery-outcomes-framework>

Business Recovery Grants	<p>Delivered two grant rounds. –</p> <p>Round 1: 10 applicants received \$132,000.</p> <p>Round 2: 8 applicants received \$119,000.</p> <p>Six new business groups established, bringing the total number of Business and Trader Groups to 12.</p>	<p>Business models are appropriately adaptive to market conditions and fluctuations (Grants or loans to businesses - to assist with costs of recovery from the impacts of the disaster)</p> <p>Local business networks foster growth</p>	Completed Dec 2023
Business Support Initiatives	<p>Communication to local business community has included the eNewsletter with 6,493 subscribers and over 106,000 emails sent.</p> <p>In Feb 2024 a “Small Business Branding: Set yourself Apart and Create Customers for Life” workshop was held – How small business Owners can take control of their business (and Life) in partnership with Australian Industry Group and funded by Business Vic Business Recovery Advisory Service.</p> <p>In cooperation with the Eastern Melbourne Public Health Network grant three wellbeing and resilience workshops are being held. “The Unbreakable Farmer” Warren Davies covered topics of Resilience and Determination, Mental Health and Wellbeing, Developing Capacity and Connection, with the focus was on Authentic Leadership, Building Strong Communities and Recovery. The</p>	<p>Businesses and not-for-profits have business continuity plans and dynamic organisational resilience practices that address relevant risks and threats (Businesses and organisations plan for future disasters and build disaster resilience)</p>	Ongoing <i>BAU with Eco Dev team continuing to connect with new actions in Health & Wellbeing Plan</i>

	workshop was well attended with a further two to be held using BAU resources.		
Marketing Information Sheets	<p>Buy Employ Enjoy campaign encourages local and visitor support for local businesses.</p> <p>Your Reason Your Season 2022 Christmas campaign</p> <p>Celebrated choosing local during festive and summer seasons.</p> <p>Collateral: stickers, window decals, posters, signage, bags, banners. - Supported by digital portals: Enjoy Local Calendar, Buy Local Directory, Yarra Ranges JobLink.</p> <p>Increased local spending by 5% in December (total 16% over pre-pandemic).</p> <p>Choose Yarra Ranges this Season - Christmas 2023</p> <p>Buy Local and a Movie</p>	<p>Consumer and business confidence levels support business operations (both within and outside of the community) ("Buy local" campaign and Tourism marketing)</p> <p>Local business networks foster growth</p>	<p>Completed Dec 2023</p> <p><i>Pandemic supports have shifted to ongoing opportunities with Eco Development team to connect business voice to advocacy efforts for greater disaster resilience measures.</i></p>

Facilitate Business Forums	<p>Facilitated a series of forums or workshops via partnerships relating to economic recovery, resilience, employment and disaster management open to local businesses and industry groups.</p>	<p>Businesses and not-for-profits have business continuity plans and dynamic organisational resilience practices that address relevant risks and threats (Businesses and organisations plan for future disasters and build disaster resilience)</p>	<p>Completed Dec 2023</p> <p><i>YRC Economic Development Team continue to engage with local business networks and provide linkages to disaster resilient work</i></p>
	<p>These programs included:</p> <ul style="list-style-type: none"> • The <i>Hills Small Business Expo</i> provided a platform for 40 local businesses to showcase their products and services, network with potential customers and partners. • <i>Elevate: A Yarra Ranges Business Incubator Lab</i> was launched in April but commenced in July 2023 and provided 38 businesses the opportunity to advance their enterprises. • <i>Building Skills for the future - Young Entrepreneurs program</i> provided 25 young people support to develop their ideas from concept to sales for 6 months until Dec 2023. 	<p>Early-stage and small businesses have the capacity to continue operation (Events for specific groups affected by the disaster)</p>	

Evidence Gathering from Businesses	Over 204 businesses were directly contacted following the flood event in October 2022 to obtain their feedback and understand their priorities.	<p>Business insurance is accessible where viable</p> <p>The community can express its changing disaster recovery needs. (Advice and support to businesses on technical and business aspects of recovery)</p>	<p>Completed June 2023</p> <p><i>Current: Eco Dev. the team continues to leverage recovery lessons with current business networks and provide connection to local disaster disruptions by proactively providing a voice on business impacts</i></p>
Using Business Evidence for Planning and Advocacy	Taking themes from 204 businesses and Trader Groups contacted via phone and in person, for flood Oct 2022.	The community can express its changing disaster recovery needs (Advice and support to businesses on technical and business aspects of recovery)	<p>Complete June 2023</p> <p><i>Current: Eco Dev. the team continues to leverage recovery lessons with current business networks and provide connection to local disaster disruptions by proactively providing a voice on business impacts</i></p>

People, Culture & Wellbeing			
Activity	Output	Outcome	Status
Promote recovery support to community	<p>Information relating to recovery support was widely publicised through newsletters (eNews with hard copies left at selected Post Offices), direct mailouts for specified events such as storm branch collection and at the one- and two-year anniversary mark.</p> <p>Council had a specific Recovery website which provided a repository of all public recovery information. This information has been dissolved into the main council website where appropriate.</p>	<p>Community members receive appropriate social services</p> <p>(Communication to the community about recovery activities - in writing (newsletters, fact sheets, websites, social media, etc))</p>	<p>Completed June 2024</p> <p><i>Including recovery lessons into Health & Wellbeing Plan actions, along with the Emergency Management Team proactive engagement community resilience activities and connections.</i></p>
Community cleanup program	<p>Partnership with Cardinia Council. Funding received from ERV for the project to be delivered with Habitat for Humanity Victoria undertaking clean-up works on 51 private properties with Treasuring our Trees completing 5 school projects using repurposed timber.</p> <p>Community Group Training on disasters, emergency preparedness, safety, chainsaw training and Mental Health First Aid was delivered to 30 groups for approximately 130 individuals whilst Small Equipment Grants were distributed to 9 community groups.³</p>	<p>The needs of vulnerable groups are addressed in disaster recovery</p> <p>Provide infrastructure that delivers essential services to the community (Volunteer programs for clean-up, fence-building and repairs)</p> <p>The community's exposure to environmental health risks and</p>	<p>Completed December 2024</p> <p><i>Emergency Management team continue to offer reduced community capability activities for improved disaster resilience.</i></p>

	The remaining Storm Branch Clean Up Grant was varied to offer a Phase 3 program which extended the existing arrangements with Habitat for Humanity Vic. A further 62 private properties were supported to remove storm debris to reduce bushfire risk, hardship, and trauma.	public health risks is minimized (Clean-up, hazard inspection, and waste removal)	<i>Continue connection with Habitat for Humanity with Emergency Management team.</i>
Transition residents to ongoing recovery services as required	Support was provided by Community Recovery Officers to residents to ensure they were linked with appropriate generalist community wellbeing service support upon the withdrawal of specific psychosocial recovery services.	Community members receive appropriate social services (Case management service that assesses the needs of households and individuals and assists them to obtain services, advice and support)	Completed June 2024
Healing in our gardens program	<p>Healing in our Gardens Program encouraged more than 200 residents / families to register with the program and participate in 70 events.</p> <p>62 community group partners</p> <p>Over 1,900 resident connections at program events. Noting some residents attended multiple events. Gardening Australia promoted the program with a dedicated segment.</p>	<p>Mutual assistance systems, social networks and support mechanisms are capable of adapting to emergencies when these occur (Volunteer programs for community connection and social networks)</p> <p>Community members have social networks to support each other</p>	<p>Completed June 2024</p> <p><i>Transitioned to local community gardening groups across the Hills.</i></p>

Deliver a support referral service	Support was provided by Community Recovery Officers to impacted residents to ensure they were linked with appropriate psychosocial recovery services such as Windermere and Anglicare. ⁶	Community members can access appropriate services to deal with health needs (Referral networks for case management established)	Completed Dec 2023
Insurance information sessions	Council conducted several insurance events with residents providing free advice on insurance matters. These sessions were well attended including those whose homes were damaged by the June storms.	The community has access to insurance (covering lives, homes, and other property) through insurance markets or micro-finance institutions, where appropriate and viable	Completed Jan. 2024 <i>Emergency Management team offer community preparedness sessions with local community services</i>
Community connection programs	<p>Worked with community groups and other relevant stakeholders to develop and deliver recovery programs and activities that promoted community connection and wellbeing across the Storm Impacted area.</p> <p>Examples of some of the programs included:</p> <p><i><u>Parenting Support</u> programs such as Rewilding for Mums in the Hills and Dad's Bush Playgroups helped impacted families in their recovery. Dads bush playgroup has successfully transitioned to Mountain Men.</i></p> <p><i><u>Wildings Playground Children's Book</u>: Community-led codesigned, development and publication of a children's book, written, illustrated, and designed by 80 children aged 8-12 impacted by the June 2021 storm event. The</i></p>	<p>Community members are aware of each other's potential needs from future disasters through formal and informal networks and plans (i.e. social connectedness) (Events to build community connection)</p> <p>Community members have social networks to support each other</p>	Completed June 2024

	<p><i>book is now available in Yarra Ranges regional libraries as well as storm impacted primary, preschools and childcare centres.</i></p> <p><i><u>Hard Place/Good Place:</u> Yarra Ranges was a virtual reality program for youth to share their stories of the severe storm event on their own terms. The program was named the winner of the 2023 Victorian Museums and Galleries Award for Small Project of the Year. It was also presented at the AIDR/AFAC National Conference 2023.</i></p> <p><i><u>Art Attack</u> Program supported local artists to deliver 35 arts and cultural experiences in impacted communities.</i></p> <p><i><u>Mental Health First Aid Courses:</u> In 2023/24 12 courses were delivered, bringing the cumulative total of over 400 community members upskilled with mental health knowledge and understanding.</i></p>	<p>Leisure, sport, and artistic activities are part of the fabric of the community (Arts and culture programs and activities)</p> <p>Community members have the knowledge, skills, and resources for dealing with health issues related to the disaster experience</p>	
Cultural recovery program development	<p>Developed a Cultural Recovery Program informed by consultation with relevant Aboriginal Traditional Owner and Community stakeholders. Priorities included resourcing initiatives to enable Aboriginal community to develop a range of culture-based recovery programs and ensuring Aboriginal organisations are appropriately resourced to meet Aboriginal community needs during disaster relief and recovery processes.</p> <p>This program culminated in the ‘Our Country, Our Way’ National Symposium. It brought together experts both</p>	<p>Systems and structures support self-determination⁸ (ERV Recovery Outcomes)</p> <p>Recovery and resilience of the whole community are strengthened through Aboriginal culture, knowledge, traditions, and connection to country.</p>	<p>Completed June 2024</p> <p>Integrated with Indigenous Development Team to support Cultural Recovery planning.</p>

⁸ <https://www.vic.gov.au/emergency-recovery-framework/recovery-outcomes-framework>

	locally and from across the country to share their ways of knowing, being and doing.	(ERV Recovery Outcomes)	
RCRC implementation	In partnership with the Community Enterprise Foundation, four Regional Community Recovery Committees (RCRC) engaged with community and delivered over \$1million in grant funding for community-led recovery projects. ⁹	<p>Community members have social networks to support each other (Grants to community organisations - to support community recovery activities (e.g. community building, social networks, arts activities))</p> <p>Infrastructure is built in accord with changing recovery needs (Grants to community organisations - to assist with costs of recovery from the impacts of the disaster)</p>	<p>Completed June 2024</p> <p><i>Added to Municipal Recovery planning cycle 2025-2026</i></p>
Community events	Grant funding was provided to community groups to host commemorative events in recognition of 12 and 24 months on from the June storm.	Community members have social networks to support each other	Completed June 2023

⁹ RCRCs ceased operation in June 2023, however community groups are still delivering their projects which are due to be completed by June 2024

			<i>Added to Municipal Recovery planning cycle 2025-2026</i>
Community of practice	The Community of Practice was hosted by Anglicare and Yarra Ranges Council staff actively participated. The Community of Practice ceased operation once the support agencies were no longer funded to provide service for recovery	Community members can access appropriate services to deal with health needs	Completed June 2023
Youth recovery plan development	This action was not progressed.		No action
Prevention of violence against women	This action was not progressed.		No action
Environment & Biodiversity			
Activity	Output	Outcome	Status

<p>Habitat & Hollows program</p>	<p>From June 2022 till May 2024 artificial hollows were installed across the Yarra Ranges. The program will have ongoing monitoring to determine if the introduced habitat is utilised and whether the intended species is the occupant. Many of the habitat hollows and nest boxes are designed with a specific species in mind. Yarra Ranges Council is collaborating with Deakin University to host placement students to assist with the monitoring of the hollows and nest boxes.</p> <ul style="list-style-type: none"> • 12 Bushland reserves • 252 artificial hollows and nest boxes <p>Artificial Hollows</p> <ul style="list-style-type: none"> • Hollow Hog Hollows – 22 hollows • Chainsaw Hollows – 56 hollows <p>Nest Boxes</p> <ul style="list-style-type: none"> • La Trobe Nest boxes – 62 boxes • Habitech Nest Boxes – 63 boxes • Log Hollows – 25 boxes • WWF Greater Glider – 10 boxes • Thermal Haven Nest Boxes – 14 boxes <p>Ongoing monitoring conducted using...</p> <ul style="list-style-type: none"> • installed motion sensor, infra-red cameras above some of the boxes 	<p>The natural environment operates to maintain healthy biodiversity and ecosystems (Environmental monitoring to track recovery and identify further issues for attention)</p> <p>The impact of future disasters on biodiversity and ecosystem is minimized (Plan for environmental recovery and resilience)</p>	<p>Completed Dec 2023</p>
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	<ul style="list-style-type: none"> • nest box pole camera • on-ground observations • spotlighting. <p>Species seen interacting with the provided habitat.</p> <ul style="list-style-type: none"> • Bees • Wasps • Common Ringtail Possums • Kreft's Glider • Crimson Rosella • Laughing Kookaburra • Sulfur-crested Cockatoo • Eastern Rosella • Agile Antechinus • White-throated Treecreeper • King Parrot • Greater Gliders • Feathertail Glider 		
Biodiversity restoration	<p>Delivered programs that contributed to the restoration of biodiversity in areas impacted by the storm.</p> <p>These programs included:</p> <ul style="list-style-type: none"> • <i>Gardens for Wildlife</i> program has seen the number of volunteer garden guides grow from 4 to 22. The program has expanded from a 	The natural environment operates to maintain healthy biodiversity and ecosystems (Volunteer programs for environmental clean-up and remediation)	<p>Completed Dec 2023</p> <p><i>Added to Municipal Recovery planning cycle 2025-2026</i></p>

	<p>Southern Dandenong’s focus to incorporate the whole municipality and incorporates a new interactive webpage which streamlines matching registrations with garden guides. There has been 160 public registrations to be part of the program, 85 completed garden visits, 5 talks on habitat gardening to Garden Groups and libraries and a frog workshop with 30 attendees.</p> <ul style="list-style-type: none"> • The <i>Dandenong Ranges sister project</i> grant saw a Bushland contractor complete works on all 15 storm affected/Cool Temperate rainforest related properties focusing on strategic weed control and land management advice. Each property received a report and simple plan for managing vegetation in proximity to threatened cool temperate rainforest. • Drone surveys were completed above 4 creek headwaters containing cool temperate rainforest in the Dandenong’s. The aim is to use thermal imaging to collect data on the distribution and abundance of deer un the CTR corridors. The data was analysed by the Vertebrate Pest Research Unit (NSW DPI). • Two Weed blitz events for community to dispose of environmental weeds and receive indigenous plants to replace. 	<p>The impact of future disasters on biodiversity and ecosystem is minimized (Plan for environmental recovery and resilience)</p> <p>The natural environment operates to maintain healthy biodiversity and ecosystems (Environmental monitoring to track recovery and identify further issues for attention)</p>	
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Landslip reporting	Oversee the research and reporting on the Landslip Risk Assessment.	Ongoing The natural environment operates to maintain healthy biodiversity and ecosystems (Inspect and assess environmental damage and options for remediation)	BAU <i>Emergency Management team creating Landslip - community factsheets</i>
Storm branch collection	Round 1 and 2 of the storm branch collections were very successful with over 45,000m ² of material collected and returned to the community as mulch or biochar. Phase 3 provided an opportunity for additional cleanup of tree debris.	Provide infrastructure that delivers essential services to the community (Volunteer programs for clean-up, fence-building and repairs) The needs of vulnerable groups are addressed in disaster recovery	Completed Dec 2023

Public Infrastructure			
Activity	Output	Outcome	Status
Road Reconstruction Program	Coordinated the delivery of the Road Reconstruction Program funded through DRFA category B works for 12 projects.	Provide infrastructure that delivers essential services to the community (Repair and rebuild - roads and bridges)	Completed June 2023
Council assets - advocacy	<p>Advocate for State recognition that assets such as drainage systems, that experience compounding events that erode and stress these assets.</p> <p>Public hearing, Wodonga - 17 July 2023 - House of Representatives Standing Committee on Regional Development, Infrastructure and Transport - Inquiry into the implications of severe weather events on the national road network. YRC successful in gaining LCRI Funding to help with stabilisation and erosion management to 6-7 sites</p>	Infrastructure is built in accord with current knowledge and practices for mitigating disaster impact (Grants to local government - to restore and improve infrastructure)	Completed June 2024

PARKING MANAGEMENT FRAMEWORK

Report Author: Executive Officer – Stormwater, Traffic & Transport
 Responsible Officer: Director Built Environment & Infrastructure
 Ward(s) affected: (All Wards);

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public.

SUMMARY

Parking Management is becoming an increasing issue in some areas of the municipality. In the past, the introduction of time limited restrictions has been able to deliver the level of control necessary to meet the needs of the community. However, with growing population, increased tourist visitation and economic development, a comprehensive Parking Management Framework is required to guide the implementation of parking restrictions and supporting technology to better manage the parking across the municipality.

The Parking Management Framework envisions *parking in Yarra Ranges to provide equitable access to community facilities while protecting the natural environment and preserving unique character of its towns and villages.*

The framework consolidates and formalises Council's existing parking management practices into a clear, integrated, and transparent approach, aligning with the strategic objectives outlined in Council's Integrated Transport Strategy and providing a structured decision-making process for parking-related issues

Key Elements of the Framework include:

- **Hierarchy of Controls:** Outlines the types of controls considered for parking management.
- **Hierarchy of Parking Allocation:** Prioritises parking allocation when implementing parking restrictions.
- **Parking Investigations:** Details the process for conducting investigations and making evidence-based decisions.
- **Digital Parking Solutions and Paid Parking Schemes:** Guides the adoption of modern technology to enhance parking efficiency.

- **Parking Zones and Permits:** Defines various zones and permits tailored to land use and user needs.
- **Education and Balanced Enforcement:** Clarifies the role of enforcement and education in supporting parking management to facilitate safety, access and turnover of vehicles.

When the need for parking is balanced effectively with other transport options, residents, workers and tourists will continue to be able to access the various areas of Yarra Ranges Council and enjoy the variety of townships and environmental elements that makes this area so unique.

The Draft Parking Management Framework was released for community consultation from 14 August 2024 to 8 September 2024 with 99 online and 9 email responses received. This feedback has been reviewed, and the framework has been updated to address relevant community input (Attachment 1). Community Engagement Feedback Report can be found within Attachment 2.

RECOMMENDATION

That Council:

- 1. Note the community engagement on the Draft Parking Management Framework.***
- 2. Endorse the Parking Management Framework (Attachment 1).***
- 3. Write to all submitters to thank them for their engagement and submissions and advise them of the outcome of the Council meeting.***

RELATED COUNCIL DECISIONS

In 2020, the Council adopted the Integrated Transport Strategy 2020-2040 (ITS) to guide transport related decision-making. Recognising the parking challenges within our townships, the document includes Action 24, which outlines the need to implement a Parking Management Framework. This framework aims to ensure a consistent response and alignment with the vision and objectives of the ITS.

At its Council meeting on 15 May 2024, a report on Parking Management for Warburton was endorsed. The report outlined that a Parking Management Framework is currently in development, to create a consistent response to parking management.

At its Council meeting on 13 August 2024, Council resolved to release the Draft Parking Management Framework for public consultation between 14 August and 8 September 2024 and that the findings from the community feedback be presented at a future Council Meeting.

DISCUSSION

Purpose and Background

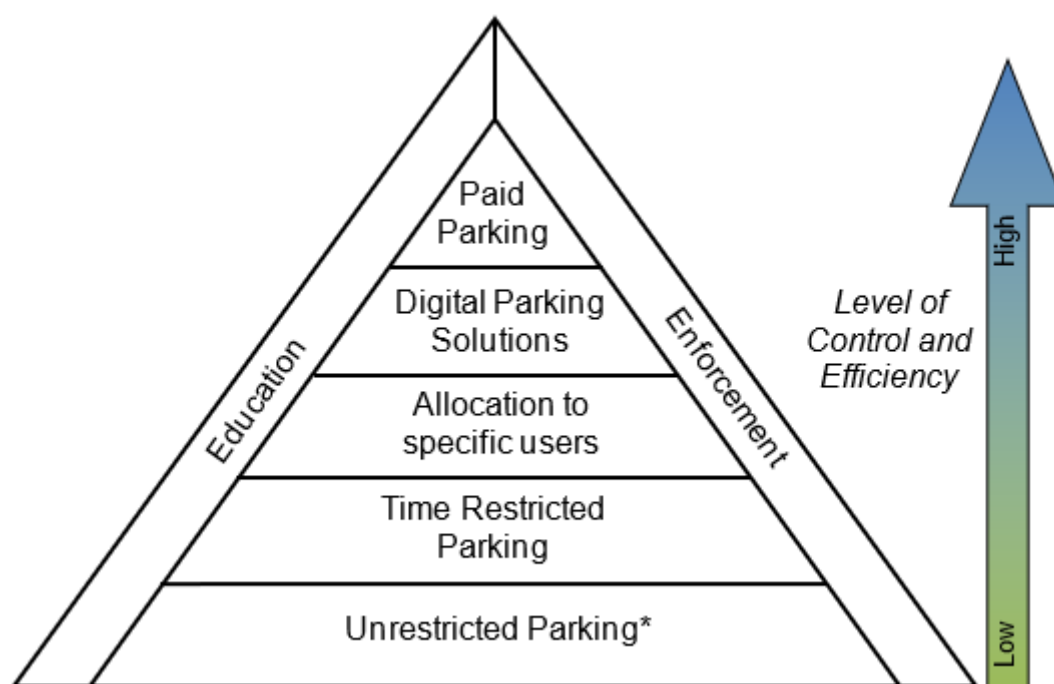
The purpose of the Parking Management Framework is to provide guidance when making decisions relating to the management of parking across the municipality. The framework sets out the main principles that Council will use to manage parking within the road reserve and public land to enable it to be done in a consistent, equitable and transparent way for the benefit of the residents, business operators, tourists and visitors.

The vision for the Parking Management Framework is that *parking in Yarra Ranges provides equitable access to community facilities while protecting the natural environment and preserving unique character of its towns and villages.*

The Draft Parking Management Framework was developed and presented to the community for feedback. The updated Parking Management Framework, reflecting feedback received during the community consultation, is included as Attachment 1 to this report.

Parking Investigations

To ensure that the management of on and off-street parking areas is consistent with the needs of the community, all changes will be based on a hierarchy as outlined below. This hierarchy shows various levels of management and a description of each of these measures is described in more detail within the Parking Management Framework attached to this report. Education and Enforcement are key elements across all levels to facilitate safety, access and turnover of vehicles.



* Unrestricted parking is still subject to the Victorian Road Safety Road Rules 2017

To maximise parking usage a target occupancy of 85% during peak periods is sought before increasing restrictions in an area. Where occupancy is below 15% during peak periods, a reduction of restrictions may also be considered.

Generally, all parking areas will start as unrestricted and specific restrictions investigated and implemented as necessary. The investigation process will be managed by Council's Traffic and Transport Team and include:

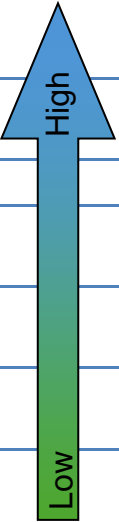
- Identification of the parking issue and associated background information relating to the existing land-use and enforcement.
- Evaluation of parking occupancy and patterns to understand regular parking behaviour.
- Development of a plan outlining the proposed restrictions and present it to relevant stakeholders for feedback. The plan could include the need for resident or trader parking permits if it is considered appropriate.
- Review feedback and make minor adjustments to the plan to best meet the needs of the users.
- Implement the proposal including installing relevant signs and infrastructure.

When digital parking solutions or paid parking solutions are recommended, a detailed investigation will be undertaken across various Council departments and presented to Council for endorsement. When paid parking solutions are being considered, residents and landowners of Yarra Ranges Council will be exempt from paying for parking however a permit will be required with appropriate conditions. Residents and landowners with an appropriate permit will still be required to adhere to the appropriate restrictions.

For Example: A resident, with an appropriate permit, would be permitted to park for free in a paid parking area with a 2-hour restriction however, if they overstay, they would be subject to appropriate enforcement.

Parking Allocation based on User Groups and Types of Permits

When Parking Precinct Plans are developed the safety of people, providing access to properties and facilitating network efficiency and traffic movements will be the greatest priority before parking restrictions are implemented. To consider the needs of different user groups, a Hierarchy of Parking Allocation was developed. This highlights which groups will be given greater priority when conflicting demands are identified.

Level of Priority	User Group	Examples of Restrictions
	Safety of people, access and network efficiency	Restricting parking to enable safety, provide access and increase visibility and traffic movements.
	Public Transport Users	Introduce bus stops in suitable places. They must have enough space to enter and exit.
	Accessible Parking Spaces	Dedicated spaces close to amenities and services.
	Customers and Visitors	Providing a range of time restrictions based on the types of business and needs of users.
	Special Use (e.g. Vehicle Charging, Loading)	Dedicated spaces to meet the needs of special users groups.
	Residents and Business Staff	These are spaces to allow longer term parking needs to access the area.
	Park and Ride Commuters	Commuter parking is typically near train stations and provided by the relevant authorities.

To support the allocation of parking to different groups a range of permits can be utilised, including:

- Accessible Parking Permit
- Local Resident Parking Permit
- Free Parking Permit for Residents and Landowners in Paid Parking Areas
- Trader Parking Permit
- Construction Parking Permit

Details of when these permits are considered appropriate and how they are issued are detailed within the attached Parking Management Framework.

In addition, information on when relevant zones are considered appropriate is described in detail. The various zones included:

- Areas with No Stopping at Any Time
- Bus and Taxi Zones
- Accessible Parking Spaces
- Loading Zones
- Electric Vehicle Charging Zones
- Parents with Prams or Seniors Parking Spaces
- Car Share Scheme Parking
- Roadside Trader Parking
- Parking on Nature Strips and Verges

In order for parking restrictions to work effectively to provide safety and turnover of vehicles, drivers must adhere to them. It is recognised that at times some drivers do not adhere to the restrictions and therefore enforcement is required. Enforcement of parking restrictions is undertaken by both Yarra Ranges Council Officers and the Police. Yarra Ranges Council Officers undertake parking enforcement using both manual and in-vehicle camera use.

Council's approach to enforcement aims to create a safe, accessible, and fair parking environment for everyone. The program supports residents, businesses, visitors, and tourists and is continually assessed to ensure alignment with community priorities and laws.

All parking restrictions in the municipality can be enforced, but more targeted enforcement might be needed at certain times or places if unsafe behaviour or overstay are identified or parking issues are causing problems for nearby landowners. Regular patrols of school zones and high demand areas ensure the safety of pedestrians. Targeted enforcement in business areas supports fair access to parking and efficient turnover, particularly during peak times.

In instances where misuse of on-street parking in residential areas is identified, Council will seek to work with residents and users through warnings and education where possible. Enforcement of these spaces will only be undertaken if required.

FINANCIAL ANALYSIS

The cost for the development and consultation of the Parking Management Framework has been funded through Council's current operational budget.

Development of specific investigations and Parking Precinct Plans will generally be undertaken in-house through Council's current operational budget.

The introduction of changed parking restrictions can be achieved using Councils existing signage budget.

The introduction of new or upgrades to parking areas or the introduction of digital parking solutions and/or paid parking schemes will require additional capital works budget and an application for funding will be made at the relevant time.

Revenue obtained from enforcement can be used in the Council's overall budget for improvements. Some of the revenue from paid parking schemes, such as in Warburton, will be used for local improvements.

APPLICABLE PLANS AND POLICIES

This Parking Management Framework contributes to the following strategic objectives in the Council Plan.

- **Connected and Healthy Communities** A strategic approach to parking management is aimed to ease traffic congestion and facilitate parking for people who need to use private vehicles while encouraging those who can use walking and cycling to do so.
- **Quality Infrastructure and Liveable Places** Creating liveable places includes implementing and effective management of the suitable provision of quality on and off-street parking spaces which provides access to town centres and key destinations.
- **Protected and Enhanced Natural Environment** Effective parking management balances the need to protect the natural environment, whilst providing opportunities for residents, tourists and visitors to experience the many unique environmental attractions that the Yarra Ranges has to offer. It also reduces the need for greenhouse gas emissions caused by circulating vehicles.
- **Vibrant Economy, Agriculture and Tourism** Successful demand management for parking spaces caters for the needs of customers while maximising vehicle turnover to provide access to commercial and retail businesses. Strategic parking management at tourist attractions, festivals, and events provides a better overall experience for tourists, visitors and patrons.
- **High Performing Organisation** As an organisation, Yarra Ranges Council strives to become a lead Council in implementing and managing innovative solutions to parking issues which meet the needs of residents, visitors, workers and tourists alike which makes the best use of existing assets.

The Parking Management Framework also goes into detail of the stages of the Strategic Framework for Car Parking Actions which is outlined in the Integrated Transport Strategy.

RELEVANT LAW

Road Rules 165 – 213 within Part 12 of the Road Safety Road Rules 2017 (Vic) describe the various rules regarding parking. The *Road Management Act 2004* and the *Local Government Act 2020* outlines that Council has the authority, as the Road Authority, to manage the road network. This includes the power to implement and enforce parking restrictions to maximise safety and access while meeting the parking needs of the local community.

A Gender Impact Assessment has been undertaken for this framework and recommendations have been included. The Gender Impact Assessment highlighted that different people have different needs when it comes to parking based on their situation. These could include:

- People with accessibility needs generally require more space to manoeuvre mobility aids or have limited ability to walk long distances to their destination.
- Parents, particularly women with young children, may require additional width and access to look after the needs of the children.
- Women, people with anxiety issues and elderly may consider the perception of safety when parking their vehicle and seek areas which increased lighting and passive surveillance, particularly if they are expected to be travelling at time of low lighting.
- People doing deliveries need access to a ramp and or be located as close as possible to their destination.
- Staff will require unrestricted areas to park for longer with safe access between the parking area and their workplace.
- People who are staying for short periods prefer to park close to the destination to limit travel time.
- People with access issues, including younger children or the elderly would require safe and unobstructed access to parking areas.

When Parking Precinct Plans are developed or reviewed for specific areas, the needs of various members of the community will be considered. This could include providing a range of parking restrictions in various locations around the precinct to facilitate parking options which are tailored to meet the needs of the specific community. Parking reviews will also consider lighting and access between parking areas and destinations as appropriate.

SUSTAINABILITY IMPLICATIONS

Economic Implications

The economic implications of the Parking Management Framework include:

- **Parking Turnover** Effective parking management enables higher turnover of parking spaces where required. This can benefit local businesses by increasing the availability of parking for customers.
- **Revenue Generation** Where paid parking initiatives are introduced, revenue is generated by visitors which can be directed toward local asset maintenance, projects, and community initiatives. Similarly, revenue from necessary enforcement can be used in the Council's overall budget for improvements.

Social Implications

The social implications of the Parking Management Framework include:

- **Alternative Transportation** If implemented effectively, parking management can encourage the use of alternative modes of transportation, such as public transport, cycling, or walking, which can have positive social impacts in terms of increased physical activity and community interaction.
- **Parking Proximity** When parking restrictions are implemented, drivers will be required to park in locations to suit their time requirements. This may include the need to park further away from their destination to access free and/or long-term parking spaces.
- **Affordability** The introduction of paid parking initiatives can impact low-income individuals who may have fewer transportation alternatives or less ability to pay for parking. This can raise concerns about equitable access to public spaces and services.

Environmental Implications

The environmental implications of the Parking Management Framework include:

- **Reduced congestion and idling time** The implementation of parking restrictions and supporting signage seeks to free up parking spaces, encouraging turnover and reduce the circulation of vehicles.
- **Optimising traffic flow** Use of digital technology which directs drivers to available parking spaces further reduces unnecessary vehicle movements and reduces vehicle emissions.
- **Reduced environmental damage** Effective installation of signage can direct drivers away from parking in areas which could adversely impact on vegetation. Clarification of rules around parking on verges and nature strips reduces damage to vegetation caused by parked vehicles.

COMMUNITY ENGAGEMENT

The Draft Parking Management Framework was released for community consultation from 14 August 2024 to 8 September 2024.

The community were informed of the consultation through social media and direct email for subscribers and invited to provide feedback via Council's Shaping Yarra Ranges webpage. The project team were also available at each of the community link offices for in person discussions.

A total of 99 online and 9 email responses were received from a wide range of the community with the key themes being:

Restrictions

- Range of restrictions are required
- Don't want parking restrictions/ There is not a parking problem
- Feedback related to Paid Parking or Digital Parking Solutions
- Clarification of which areas are being considered
- Need for unrestricted staff parking close to businesses
- Site Specific Parking Issues

Enforcement

- Need for enforcement

Development

- Increased Parking demand due to incremental development
- Road width on new developments must cater for on-street parking

Parking Demand

- Visitors to residential properties will not be able to find a park
- More parking is needed

Other

- Need more detail on the Management of permit process
- Consideration for other modes - e.g. cycling, walking, public transport

A detailed Engagement Feedback Report outlining the consultation process, demographics of respondents, and key issues is included as Attachment 2 to this report.

The Parking Management Framework provides a structured approach for responding to the above key issues and other operational matters. The Engagement Feedback Report also describes how the key issues are considered within the Parking Management Framework.

Key Updates Based on Community Feedback

1. Revised Parking Occupancy Targets

- Draft: Target occupancy of 80% before tightening restrictions.
- Updated: Target occupancy now 85% before increasing restrictions, and 15% as a lower limit before easing them.

2. Updates to Parking Hierarchy: Emphasising the Stronger Role of Education and Enforcement

- The updated hierarchy integrates education and enforcement at all levels, ensuring parking controls remain effective by promoting compliance rather than relying solely on restrictive measures.

3. Additional Details on Enforcement Approach

- Clarifies how enforcement will be applied, ensuring Council Officers use judgment and discretion, supported by technology.
- More information on Parking Enforcement Program, which focussed on:
 - Enhancing road safety
 - Supporting businesses with parking turnover
 - Reducing disruption for residents

4. Adjustments to Parking Permit Policies

- More details added on Local Resident Parking Permits, Trader Permits, and Construction Parking Permits.

5. New Details on Parking Overlays in Planning Scheme

A Parking Overlay is a planning tool that manages car parking at a precinct level rather than a site-by-site basis. It is designed to address local parking challenges such as:

- High traffic congestion.
- Rapid urban development.
- Increased parking demand.

A Parking Overlay can:

- Identify parking requirements for specific areas.
- Set local parking rates to align with demand.
- Provide design standards for new parking spaces.
- Facilitate financial contributions in place of on-site parking provisions.

To implement a Parking Overlay, Council must undertake a parking capacity analysis to support an amendment to the Planning Scheme. This process includes stakeholder consultation and requires Ministerial approval before implementation.

6. More Specific Guidelines for Special Parking Areas

- Expanded details on Electric Vehicle Charging Zones, Car Share Scheme Parking, and Roadside Trader Parking.
- More flexibility in nature strip parking enforcement, with Council working with residents to assess solutions like indented parking bays.

7. Refinements to Digital Parking Solutions & Paid Parking

- Greater emphasis on using data and technology to manage parking demand.
- Clarifies that paid parking will mainly target high-tourist areas and be regularly reviewed to maintain affordability and space availability (85% target occupancy).

8. Clearer Structure and Language Improvements

- Some sections have been reworded for clarity and consistency.
- The hierarchy of parking management remains the same but with better explanations of enforcement, decision-making, and user group priorities.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

Various parking policies, frameworks and information available online from other Councils were reviewed in the development of the Parking Management Framework. This has provided a benchmark for best practice in terms of parking investigation process, hierarchy of users and how and where different permit types are used.

The development of this framework has been in conjunction with the proposal for Parking Management in Warburton which has involved input from various internal departments.

RISK ASSESSMENT

The development of a Parking Management Framework reduces the risk that parking investigations are undertaken in an inconsistent manner. It will also enable the community to be informed about how Council will make decisions around parking and enforcement.

Specific risks associated with individual parking investigations and area wide Parking Precinct Plans will need to be detailed at the time of the investigation.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Parking Management Framework
2. Draft Parking Management Framework – Engagement Feedback Report



Yarra Ranges Council Parking Management Framework 2024



Version:	1.1
Approved by Council:	
Department:	Infrastructure Services

Table of Contents

Table of Contents	2
1. Context	3
1.1 Purpose of the Framework	4
1.2 Scope	4
1.3 Vision	4
2. Parking Investigations and Area Wide Parking Precinct Plans	5
2.1 General Approach to Local Parking Issues	5
2.2 Decision Making Process for Changes to Parking Restrictions	6
2.3 Parking Restrictions for Specific Purposes	8
3. Enforcement	<i>Error! Bookmark not defined.</i>
Appendices:	11
Appendix 1: A Snapshot of Yarra Ranges Council and its links to the Integrated Transport Strategy.	11
Appendix 2: Flowchart of Parking Investigations	13
Appendix 3: Examples of Parking Considerations Based on Land Use	14
Appendix 4: Details of Parking Restrictions for Specific User Groups	17
Appendix 5: Detailed Process of Permits of Specific User Groups	19
Appendix 6: Implementation of Digital Parking Solutions and Paid Parking	22

1. Context

The Council faces distinct challenges in managing parking demand across its diverse landscape. With 157,000 residents distributed across 55 communities and 90% of the population concentrated in just 9% of the land area, the municipality experiences significant variations in parking pressure between urban centres and rural towns.

Several key factors drive the need for a comprehensive Parking Management Framework:

Changing Work Patterns

The municipality currently experiences significant daily workforce movement, with 60% of employed residents commuting outside the area. However, local employment is projected to grow, increasing the proportion of residents working locally from 40% to 50% by 2032. This shift will create new patterns of parking demand in town centres and business districts.

Tourism Growth

Tourism significantly impacts parking demand, particularly in rural towns. With 4.5 million annual visitors (85% day trips) and projections indicating a doubling to 9 million visitors within a decade, weekend and holiday periods place extraordinary pressure on existing parking infrastructure.

Demographic Changes

The municipality's ageing population, projected to increase from 15% to 21.2% over 65 years old by 2041, requires careful consideration in parking management planning. This demographic shift influences accessibility requirements and parking facility design.

Transport Patterns

Despite initiatives to promote sustainable transport alternatives, private vehicle usage remains high, with 89% of work trips made by car. While the Integrated Transport Strategy aims to reduce this to 70% by 2036, cars will continue to be the primary mode of transport, necessitating robust parking management solutions.

Community Concerns

Community engagement has highlighted several critical issues:

- High dependence on private vehicles
- Growing frustration with traffic congestion and parking availability
- Desire for improved sustainable transport options
- Concerns about decreasing quality of life due to traffic congestion

Traditional time-limited parking restrictions are no longer sufficient to address these complex challenges. A comprehensive Parking Management Framework is essential to:

- Implement evidence-based parking solutions
- Balance diverse stakeholder needs
- Support economic growth while maintaining community amenity
- Integrate with sustainable transport initiatives
- Manage increased demand from tourism and local economic growth
- Reduce transport emissions through improved parking efficiency

This framework aligns with Council's Integrated Transport Strategy and recognises that parking improvements must be considered alongside sustainable transport initiatives to avoid inducing additional vehicle demand. It provides a structured approach to decision-making that considers the municipality's unique characteristics and future challenges.

1.1 Purpose of the Framework

This document guides Yarra Ranges Council in managing parking. It outlines principles for fair and transparent management of parking on public land. This approach benefits residents, businesses, tourists, and visitors. It also aims to enhance safety, improve towns, and boost the economy while balancing parking needs.

1.2 Scope

The Parking Management Framework covers all Council roads, parking spaces on Department of Transport roads, and public off-street parking areas. The framework describes how parking is managed with restrictions, enforcement, permits, fees, and digital solutions. The Council can also partner with private owners or operators to implement these measures.

Details of specific parking requirements for towns and key destinations are considered in individual reviews outside the scope of this framework.

1.3 Vision

Our vision for parking in Yarra Ranges is to provide fair and equitable access to parking spaces across the municipality. It must also protect the natural environment and the unique character of its towns and villages.

2. Parking Investigations and Area Wide Parking Precinct Plans

The Council's top priorities are safety, access, and traffic flow when considering parking in road reserves. Towns should be vibrant and focused on people. They should encourage socialising, commerce, and access to services. Parking should be managed to support this.

The Victorian Road Safety Road Rules 2017 outlines rules to promote safety, access and defines the different parking restrictions available to ensure consistency.

2.1 General Approach to Local Parking Issues

All parking areas will start as unrestricted and appropriate restrictions will only be added if necessary to provide overall benefit to the community and visitors. To align parking management with community needs, restrictions and infrastructure will be introduced based on a hierarchy in Figure 1. Supporting the entire hierarchy is a philosophy of education and awareness. Table 1 details each of these measures and their examples.

We aim for 85% parking usage during peak times before tightening restrictions. If usage falls below 15%, we consider easing them or reducing the level of control. Surveys conducted on weekdays and weekends will confirm occupancy, ensuring data-driven decisions.

Enforcement plays a key role in creating a safe, accessible, and fair parking environment for everyone and is undertaken across all levels of parking management controls. An underlying approach is education, applying discretion and working with the community is also undertaken, where appropriate, prior to enforcement.

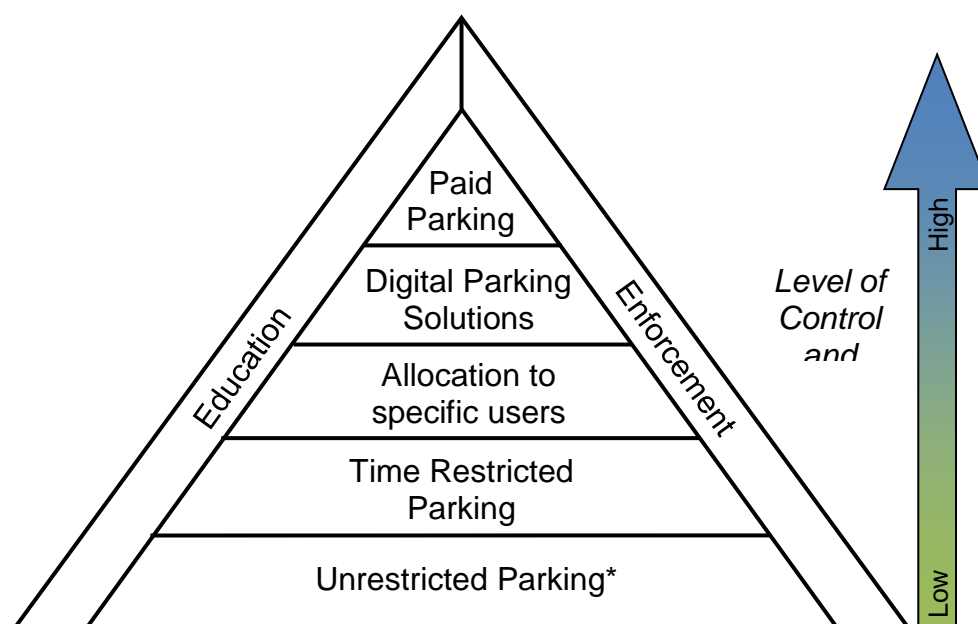


Figure 1: Hierarchy of Parking Management Controls

* Unrestricted parking is still subject to the Victorian Road Safety Road Rules 2017

Table 1: Description of Parking Management Hierarchy Controls

Treatment	Description of Area and Treatment	Possible Examples of Suitable Areas
Unrestricted Parking	Areas of low parking demand where users can usually park close to their destination. These areas are still subject to the Road Rules to facilitate access and safety.	Residential streets Smaller shopping strips with low demand for parking
Time Restricted Parking	<p>Areas where time limits are installed (e.g. 30 minute, 1, 2 or 4 hour) to:</p> <ul style="list-style-type: none"> • Enable a greater turnover of vehicles • Prevent all day/ commuter parking • Improve safety and traffic flow <p>We will review specific restrictions as needed for each area based on land use. If necessary, we will enforce these time restrictions.</p>	<p>Shopping precincts or activity centres Key destinations Near train stations Near schools</p> <p><i>See Appendix 3 for examples of restrictions based on land usage.</i></p>
Allocation to Specific Users	Areas where there is a demand for specific needs, like: Accessible Parking, Loading Zone, Taxi Zone, Electric Vehicle Charging Zone, and Resident Permit Zone. These areas will be enforced when needed.	<p>Within a shopping precinct or key destination Near train stations</p> <p><i>See Appendix 4 for examples of different User Groups.</i> <i>See Appendix 5 for details on specific permit types.</i></p>
Digital Parking Solutions	Using real-time technology and signs, we can direct drivers to vacant parking spaces. This will make their experience better and reduce the number of cars circling for a spot.	<p>Townships or key destinations where there are multiple on or off-street parking areas</p> <p><i>See Appendix 6 for information on how Digital Parking Solutions are developed.</i></p>
Paid Parking	Tourist areas with high parking demand in peak times. Parking rates will depend on local availability and nearby alternatives.	<p>Town Centres Recreation Precincts</p> <p><i>Refer to Appendix 6 for details of how Paid Parking Treatments are developed.</i></p>

2.2 Decision Making Process for Changes to Parking Restrictions

The construction, layout and management of parking areas is carefully considered for each road and township based on individual needs of the area and needs to minimise negative impact to the nearby environment. Where appropriate, a range of restrictions will be provided to cater for the needs of people requiring short and longer term parking.

Changes to restrictions can be requested by the community, nearby landowners, or Council departments. This is often due to changes in land use or increased demand. When Council receives a complaint about a parking area or someone requests a change of the restrictions, the Council will first verify the issue, then identify its causes, and finally decide if a change is necessary. The process is described in Table 2 and a simplified flowchart in Appendix 2. The Council aims to do this quickly to reduce the impact on local businesses and the community.

Council Officers will decide on parking restrictions after consulting necessary stakeholders. This group may include property owners, community groups, ward Councillors, and the general public. For Digital Parking Solutions or Paid Parking, the decision will go to Council for approval. However, for safety-related restrictions, like those near schools, stakeholders will be informed but not consulted.

Table 2: Process of Evaluating Changes to Parking Restrictions

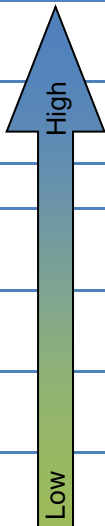
Stage	Details of Stage
Identify what is the parking issue and who has identified the issue.	Council Engineers investigate the background. They check for past complaints, land use changes, and enforcement levels.
Evaluate parking occupancy and patterns to understand regular parking behaviour.	The review will look at both weekdays and weekends, including busy times. If peak occupancy is usually below 15% or above 85%, we may need to change parking restrictions. This will follow the Hierarchy of Parking Allocation in Table 3. More enforcement can be requested if necessary.
Develop a plan outlining the proposed restrictions and present it to relevant stakeholders.	<p>The plan aims to support nearby land use and users based on parking needs. It will be designed to minimise negative the impact on nearby vegetation. It will also consider the specific requirements of diverse groups, such as those differing in culture, age, gender, or sexual orientation.</p> <p>Consultations will only involve local landowners for minor changes. Community groups, and the wider public will also be included for larger changes, and agencies like bus operators as needed. This ensures the proposed changes meet local needs.</p>
Install proposed restrictions	Following a stakeholder feedback the necessary signs will be installed. We'll also update stakeholders on any changes and provide and the timeline for the signage to be installed..
Review Restrictions	For small changes, landowners and stakeholders can give feedback on parking restrictions. If needed, further investigation may follow. For larger changes, like in townships, or when implementing technology or paid parking, a formal review occurs. This review, after 6 or 12 months, checks occupancy rates to evaluate effectiveness.

In larger areas or townships where restrictions along multiple streets are required, Council will create or update Parking Precinct Plans which will consider the parking needs of the residents, visitors and/or business holders. These plans are for areas with high parking demand. They will include a range of restrictions within 300 metres of a destination, about a 5-minute walk. This caters to both long and short-term parking needs of the community. Plans will only move to the next level of control if they can't maintain 85% occupancy after exploring all options. If parking occupancy regularly falls below 15%, restrictions can be eased or the level of control reduced.

2.3 Parking Restrictions for Specific Purposes

While on-street and off-street parking areas are limited, they will be managed as a shared resource and an area wide Parking Precinct Plan will be developed based on the available kerb space and requirements of the various users of the street or area. Restricting parking to facilitate safety, provide access and increase visibility and traffic movements will be the highest priority before the introduction of parking restrictions is considered. When restrictions are considered appropriate, land use will be considered and priority given to different parking user groups, as outlined in Table 3.

Table 3 Parking Allocation based on Conflicting User Groups

Level of Priority	User Group	Examples of Restrictions
	Safety of people, access and network efficiency	Restricting parking to enable safety, provide access and increase visibility and traffic movements.
	Public Transport Users	Introduce bus stops in suitable places. They must have enough space to enter and exit.
	Accessible Parking Spaces	Dedicated spaces close to amenities and services.
	Customers and Visitors	Providing a range of time restrictions based on the types of business and needs of users.
	Special Use (e.g. Vehicle Charging, Loading)	Dedicated spaces to meet the needs of special users groups.
	Residents and Business Staff	These are spaces to allow longer term parking needs to access the area.
	Park and Ride Commuters	Commuter parking is typically near train stations and provided by the relevant authorities.

On-street parking is open to everyone, as long as they follow road rules and restrictions. Spaces next to homes or businesses aren't reserved for their owners or occupants. Ideally, residents and business staff should park within private property and commuter parking is generally provided by the relevant authorities. However, this hasn't always been the case.

3. Education and Enforcement

Our approach to education and enforcement aims to create a safe, accessible, and fair parking environment for everyone. By promoting responsible parking behaviours and shared responsibility, we aim to build a cooperative relationship with the community. This includes discouraging inappropriate use of on-street parking in residential areas, such as storing boats, caravans, or trailers, and encouraging private property parking where possible. In instances where misuse of on-street parking is identified, Council will seek to work with residents and users through warnings and education where possible. Enforcement of these spaces will only be undertaken if required.

Education and Community Engagement

Education is at the heart of our approach, ensuring residents, visitors, businesses, and schools understand their parking responsibilities. The Council actively works with schools to improve parking behaviour around school zones, enhancing student safety through awareness campaigns, signage, and patrols. Traders and business owners are also engaged to encourage responsible parking in commercial areas, ensuring fair access for customers and delivery vehicles.

Inappropriate use of on-street parking in residential areas, such as long-term storage of boats, caravans, or trailers is discouraged, with private property parking being preferred. When misuse of on-street parking in residential areas is identified, Council prioritises education and collaboration by providing guidance, issuing warnings, and working with residents before considering enforcement action.

Balanced Enforcement

While education is the primary focus, enforcement of parking restrictions is necessary to ensure public and road safety, maintain vehicle turnover and promote maximum use of public areas. Both Yarra Ranges Council Officers and the Police enforce parking restrictions. Council Officers use both manual and technology assisted methods to capture data and evidence of non-complaint parking. Officers always exercise judgement and discretion and only use technology to support their decision making.

All parking restrictions in the municipality can be enforced, but targeted enforcement is prioritised in locations where safety risks, overstays, or significant parking pressures are identified. Regular patrols focus on high-risk, high-demand areas such as school zones, business precincts, and tourist hotspots to ensure safe and efficient parking turnover.

All parking restrictions in the municipality can be enforced, but more targeted enforcement might be needed at certain times or places if unsafe behaviour or overstays are identified or parking issues are causing problems for nearby landowners.

The program ensures compliance with the *Road Safety Act 1986 (Vic)* and *Road Safety Road Rules 2017* through education, fair enforcement, and quick responses to public feedback. It manages parking resources efficiently to:

- **Enhance safety** for all road users, including pedestrians, cyclists, emergency services, and motorists.
- **Support local businesses** by prioritising parking turnover in busy areas.
- **Protect access to residential properties** by addressing parking demands and reducing disruptions.

- **Adapt to tourism impacts** by providing enough parking access in high-demand areas, especially during peak times, to support the local economy and minimise inconvenience for residents.

The program focuses on high-risk, high-demand, and high-turnover areas identified through Officer observations, public feedback and program data. Regular patrols of school zones and high demand areas ensure the safety of pedestrians. Targeted enforcement in business areas supports fair access to parking and efficient turnover, particularly during peak times.

Parking fines can be appealed with a valid reason. We review infringements under the Infringements Act 2006 and the appeals process is outlined on Council's website and on the back of infringement notices. Revenue from parking fines is used in the Council's overall budget for improvements across the municipality.

Through strategic planning, collaboration, and a focus on both community and visitor needs, enforcement strives to create a safer, more efficient, and sustainable parking environment that enhances the accessibility, safety and liveability in the municipality.

Appendices:

Appendix 1: A Snapshot of Yarra Ranges Council and its links to the Integrated Transport Strategy.

Snapshot of Yarra Ranges Council

The Yarra Ranges is a large area with 157,000 residents spread across 55 communities, all near some of Australia's most beautiful natural environments. These communities include urban areas in the west like Lilydale and Mooroolbark, larger rural towns in the north and east like Healesville and Warburton, and smaller rural towns like Gladysdale and Menzies Creek. Many larger rural towns see a lot of tourists on weekends and holidays. About 90% of the population lives on just 9% of the land.

Some of the unique transport facts about the Yarra Ranges include:

- Around 73,577 residents are employed, but 60% leave the area daily for work.
- The population growth has been slow, and the area has an aging population. Those over 65 are expected to increase from 15% in 2016 to 21.2% by 2041.
- More local jobs are being created, with the proportion of residents working locally expected to grow from 40% to 50% by 2032.
- Tourism is mostly day trips (85%), with 3.7 million visitors in the year ending March 2020.

Links with the Integrated Transport Strategy – ‘Connected’

The Yarra Ranges community relies heavily on private cars, with 89% of work trips made by car. The Integrated Transport Strategy aims to reduce this to 70% by 2036 by improving public transport, walking, and cycling options. However, cars will still be the main mode of travel. This high car use causes traffic congestion and parking problems at busy times and popular places.

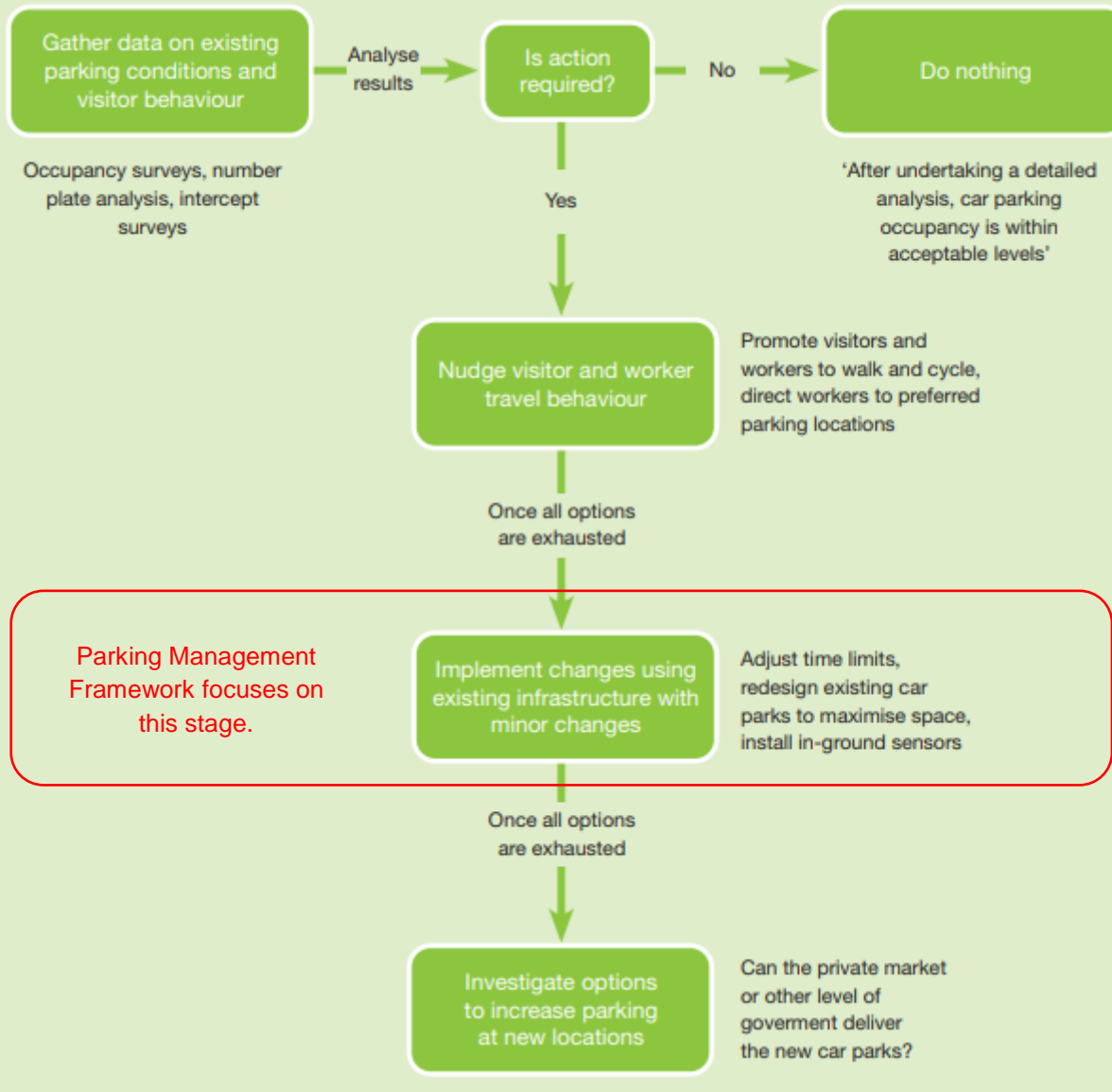
Community feedback during the strategy's development highlighted several concerns and desires:

- People depend on cars for transport.
- There is frustration with traffic congestion and parking difficulties.
- There is a desire for better walking, cycling, and public transport options.
- Traffic congestion reduces the quality of life, and many expect it to worsen with population growth.

The Strategic Framework for Car Parking outlines the approach to parking issues. This Parking Management Framework details actions outlined in the third stage of the process like changing existing infrastructure and adding restrictions or support infrastructure. Improving roads and parking often leads to more car use, so parking improvements must be considered alongside ways to increase sustainable transport use. This ensures that other options are investigated prior to the construction of more parking areas.

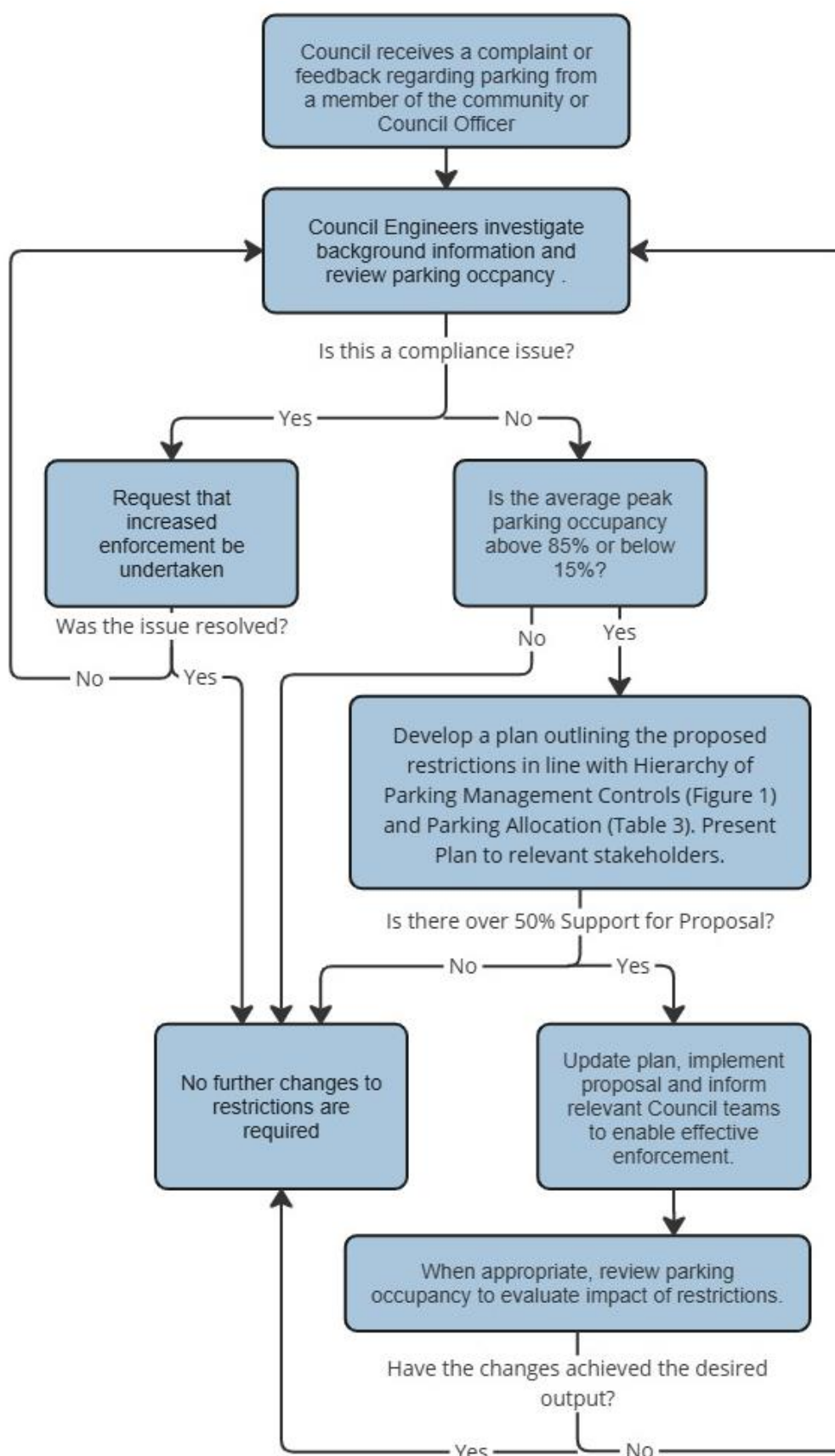
Strategic Framework for Car Parking

Yarra Ranges Council Integrated Transport Strategy – ‘Connected’



Appendix 2: Flowchart of Parking Investigations

All investigations of parking issues, irrelevant of size, will be based on the flowchart below.



Appendix 3: Examples of Parking Considerations Based on Land Use

Parking controls will be introduced to meet the needs of different areas and land uses, following the Hierarchy of Parking Allocation in Table 3. These controls can be part of a smaller area investigation or a wider Parking Precinct Plan. Below are examples of common land uses, but each investigation area will be considered based on its specific needs.

Road Rules 165 – 213 within Part 12 of the Road Safety Road Rules 2017 (Vic) describe the various rules regarding parking. Victorian Legal Aid have also developed a simplified description of the common parking rules which is available at <https://www.legalaid.vic.gov.au/parking-laws#angle-parking>. Both Victoria Police and the Council can enforce these rules.

Residential Area Parking

Parking controls in residential areas, if required, aim to balance the needs of residents with those of the wider community who need street access and parking spaces. Other users include visitors, emergency vehicles, care workers, tradespeople, and public transport. In residential streets near shops, businesses, or train stations with high visitor, employee, and commuter parking demand, parking spaces can be managed through time-restricted parking and/or residential parking permits. More details on Local Resident Parking Permits are in Appendix 5.

Commercial and Mixed-Use Retail Area Parking

Parking controls in streets dominated by retail and commercial establishments should aim to support the viability and efficient operation of local businesses. The parking controls should enable a greater turnover or parking spaces closer to the destination and encourage the use of alternative parking options further away for longer term parking needs. Trader permits would only be considered appropriate where there is a high proportion of properties which have no possibility for on-site parking to be constructed or utilised and a dedicated area is provided within Council managed land. The application of Trader Permits are described in more detail in Appendix 5.

Parking on Nature Strips and Verges

Road Rule 197 in the Road Safety Road Rules 2017 (Vic) states that it is an offence to park on a nature strip in a built-up area.

Given the diverse nature of road reserves within the shire, discretion is applied by Council when enforcing this rule. Enforcement is typically carried out in response to complaints or where parking causes damage to Council assets and other services. When parking on nature strip issues are identified, it may be considered appropriate for Council to require the appropriate landowners to construct an indented parking bay to enable safe and legal parking to continue. In these instances, Council will work with the relevant landowners to outline the process and provide a clear timeframe.

Vehicles can legally park in indented parking bays that are part of a road. However, the construction of new indented parking bays is not funded by Council and must be funded by benefitting residents. If residents wish to build an indented parking bay on the nature strip, they must apply for a permit. Information about the application process and required plans is available on the Council's website.

It's important to note that, while these spaces are privately funded, they remain part of the road reserve. As such, they can be used by anyone and are not reserved exclusively for the resident.

Streets with Schools, Kindergartens, and Childcare Centres

Parking for schools, kindergartens, and childcare centres should be off-street when possible. This design reduces conflicts between pedestrians, cyclists, and moving vehicles. If on-street parking is needed, suitable areas should be identified for staff, visitors, and parents dropping off or picking up children. Parking restrictions in nearby streets may be introduced to manage access, increase circulation, and maximise safety. When issues arise, the Council will engage the school community and nearby residents to review transport needs around the school. This review could include:

- Encouraging more walking and cycling to reduce traffic congestion and parking demand.
- Introducing safe drop-off and pick-up zones.
- Changing parking restrictions to reduce congestion.
- Ensuring neighbouring properties have adequate on-street parking.
- Dedicated staff parking should be provided off-street or in appropriately restricted areas.

Industrial Areas

Parking in industrial areas should be off-street, in line with land use. If on-street parking is needed, restrictions may be introduced to:

- Provide safe access for road users and reduce road congestion, considering heavy vehicles.
- Balance the need for high-turnover, short-term restrictions near businesses with the need for longer-term parking.
- Support local business prosperity.

New Developments

New developments including residential, commercial and industrial, must include pedestrian and vehicle access as outlined in the Yarra Ranges Planning Scheme. Adequate provision of parking and footpaths improve pedestrian access and reduce the need for parking within public areas. When developments require the construction of public or private roads, the road width and layout will also need to be consistent with the requirements of the Planning Scheme to provide adequate additional on-street parking facilities. The layout and provision of parking and roads will be assessed during the Planning Permit application process.

Parking Overlays

A Parking Overlay is a planning tool that manages car parking at a precinct level, rather than on a site-by-site basis. It is used to address local parking challenges, such as high traffic congestion, rapid development, or increased parking demand in specific areas.

- A Parking Overlay can help balance parking supply and demand by:
- Identifying parking requirements – Determines areas subject to specific parking provisions.
- Setting parking rates – Establishes localised parking rates tailored to the precinct's needs.
- Providing design standards – Defines design requirements for parking spaces, ensuring functionality and accessibility.
- Facilitating financial contributions – Allows developers to contribute financially in place of providing on-site parking, which can be reinvested into local transport and parking improvements.

To introduce a Parking Overlay, Council must undertake a parking capacity analysis to support an amendment to the Planning Scheme. This process includes stakeholder consultation to ensure community and business needs are considered. Any proposed overlay would require Ministerial approval before being implemented.

Festival and Event Parking

Organisers of all events and festivals on both public and private land must consider parking needs for its staff, volunteers and visitors. Parking and Traffic Management Plans may be required to reduce traffic impact and maximise pedestrian safety. This could include using shuttle buses, promoting public transport, walking, cycling, or creating temporary parking areas on private land. More information on organising an event is available on the Council's webpage.

Appendix 4: Details of Parking Restrictions for Specific User Groups

The introduction of parking restrictions will follow the Hierarchy of Parking Allocation in Table 3. The needs of different user groups in a specific area will be considered separately for the Parking Precinct Plan based on land uses.

Under the Gender Equality Act 2020, the Council must consider the gender impact of its policies, programs, and services. This includes investigating different parking needs for different genders. For smaller investigations (e.g., streets or small areas), the plan must consider lighting, access, surveillance, demographics, and parking needs of likely users. Larger investigations (e.g., townships or Parking Precinct Plans) require a full Gender Impact Assessment. This includes people with different cultural identities, ages, gender identities, and sexual orientations. Consultations will encourage respondents to indicate these demographics to ensure a wide range of responses and assess variations among different groups.

Areas with No Stopping at Any Time

Part 12 of the Road Safety Road Rules outlines where stopping is not permitted to maximise safety, access, and network efficiency. The Council will not usually install No Standing at Any Time signs unless there is high illegal parking activity or additional clarity is needed. These signs may also be installed to ensure the safety of specific road users (e.g., pedestrians, cyclists) or to facilitate safe and efficient traffic movements. This includes areas where parked vehicles would restrict traffic or reduce visibility.

Bus and Taxi Zones

Designated parking zones for public bus services are generally introduced by the Department of Transport and Planning when upgrading a bus stop. Adequate space for entering and exiting the stop is included within the bus zone. Zones for other buses (e.g., tourist buses) can be investigated as needed. Taxi zones may be implemented in areas with high demand for taxis, such as train stations, town centres or shopping precincts.

Accessible Parking Spaces

Accessible parking spaces are for people with significant mobility disabilities or injuries and users are required to have an Accessibility Parking Permit. These spaces provide more room to manoeuvre and cater to users' increased access needs. Private developments must provide these spaces according to the Building Code of Australia. The provision and location of accessible spaces in public on-street and off-street parking areas will be assessed based on community needs and available parking spaces. Time restrictions for accessible parking spaces will be considered in both smaller areas or wider Parking Precinct Plans and should be at least twice the time restriction for other spaces in the area.

Loading Zones

Designated loading areas allow the pickup or delivery of goods or people close to their destination. Where possible, loading should occur within property boundaries to maximise safety and access. However, dedicated loading zones may be required on Council-managed land. These spaces will be spread out and located to ensure appropriate shared usage and convenience. Use of these zones must comply with Road Rule 179 in the Road Safety Rules 2017 (Vic).

Electric Vehicle Charging Zones

The number of electric vehicles in Australia has grown rapidly and is expected to increase substantially. To support this, Yarra Ranges Council are working with providers to develop a network of publicly available charging stations. These will support visitors and residents with electric vehicles. Designated areas within the on-street network and Council-managed off-street parking areas are being identified in discussions with charging providers and nearby property owners. These spaces are signed to limit use only when charging. Time restrictions for charging may be required in high-demand areas. Formal leasing arrangements for the space may also be needed during implementation. The location of these spaces will be determined based on available charging infrastructure and balanced with access to other spaces in the area.

Parents with Prams and Seniors Parking Spaces

Designated parking spaces for parents with prams or seniors are often provided in private shopping centres for their patrons. The Council will not introduce these restrictions on public land as they cannot be appropriately enforced.

Car Share Scheme Parking

Currently, there are no car share scheme providers in Yarra Ranges Council. Introducing organised car share schemes in the future would increase transport options and reduce the need for private car ownership and parking. As these schemes are introduced, the Council will consider the need and location for dedicated parking spaces.

Roadside Trader Parking

Designated spaces for roadside traders in public car parks may be provided in key locations (e.g., regional parks) to facilitate the sale of goods or services. These spaces are generally allocated to specific users based on short-term or long-term needs. They should be located to allow access without impacting traffic movement within the parking area. Appropriate sites must consider safety, lighting, accessibility, and likely visitation. Further details on permits will be in the Footpath and Roadside Trading Policy.

Appendix 5: Parking Permits for specific user groups

Permits for specific user groups, like residents or traders, will be considered in area-wide parking investigations. These permits will be linked to vehicle registration numbers for effective management and enforcement. Permits can be transferred between users, but the Council must be informed of any changes. Accessibility Parking Permits are issued separately.

The permit application and management process of the different permits will be detailed on Council's webpage when the permits are available. Permit holders will be provided with access to an online portal enabling them to easily access and update vehicle registration or contact details. All Council managed permits will be able to be applied for online, via the phone or in person at Council's Community links.

Accessible Parking Permits

In Victoria, people with significant mobility disabilities or injuries may be eligible for an Accessible Parking Permit. These permits must be clearly displayed when the owner uses the vehicle. There are different types of permits based on the level of mobility impairment:

- Australian Disability Parking (ADP) Permit (for individuals): Linked to an individual, allowing parking in accessible spaces or regular bays for double the usual time. Issued short-term or long-term based on the user's condition.
- Australian Disability Parking (ADP) Permit (for organisations): Linked to a specific vehicle, allowing it to park in accessible spaces or regular bays for double the usual time if carrying an eligible person.
- Double Time (DT) Permits for individuals: A Victorian permit allowing parking in a standard bay for double the restricted time. It cannot be used for accessible spaces or interstate.

These permits are managed by the state government through the Transport Victoria webpage and information provided at <https://accessibleparking.vic.gov.au/permits> . If an application is successful, the Council will be notified, and the permit will be mailed to the applicant.

Local Resident Parking Permits

A Local Resident Parking Permit allows vehicles to park for unlimited periods within a designated Local Resident Parking Permit zone. These zones are small areas where there is a conflict between the parking needs of residents and other long term users such as commuters. These zones will be identified on the permit and generally shared with timed restrictions for public use. The permit does not guarantee a parking space and holders are still subject to other parking restrictions and road rules.

Local Resident Parking Permits will be linked to vehicle registration numbers and have the following features:

- Specific validity dates, requiring renewal after expiry.
- Valid only in the specified zone and corresponding signage.
- Not for use by heavy or long vehicles, caravans, boats, motor homes, trailers, buses, or earthmoving equipment.
- Must not be leased, rented, loaned, or sold to anyone not associated with the address.
- Can be transferred between vehicles with Council confirmation.

Each property can receive some permits free of charge and additional permits may be available for a fee. Provision of temporary or visitor permits may also be offered based on the nearby restrictions. Details of zones, free permits, and costs will be in the individual Parking Precinct Plan, if it is considered appropriate based on the number of properties and available parking areas.

To be eligible, applicants must provide proof of residency (e.g., rates or utility bill, or a letter from the owner or agent) and vehicle details linked to the address. Permits will not be issued to non-resident property owners or short-term rental tenants. Residents of new dwellings constructed after January 2025 will not be eligible for a Local Resident Parking Permit due to increased reliance on on-street parking.

Free Parking Permit for Residents and Landowners in Paid Parking Areas

This permit allows any resident and landowner of Yarra Ranges Council to park for free in all areas across the municipality with paid parking infrastructure. Users must still follow time and parking restrictions in the zone and other road rules.

The permit will be linked to vehicle registration numbers and have the following features:

- Specific validity dates, requiring renewal after expiry.
- Valid only in areas managed by Yarra Ranges Council. Private paid parking areas still require payment.
- Not for use by heavy or long vehicles, caravans, boats, motor homes, trailers, buses, or earthmoving equipment.
- Must not be leased, rented, loaned, or sold to anyone not associated with the address.

Residents and landowners must apply for a permit before using the paid parking area or within a 24 hour time period of parking. Users must provide vehicle license plate details during the application process to enable the vehicle to park for free. A maximum of three permits will be issued free per residence, with additional permits considered as needed. Non-resident landowners can receive up to three permits, regardless of the number of properties owned.

To be eligible, applicants must provide proof of ownership or residency (e.g. rates or utility bill, or a letter from the owner or agent) and vehicle details linked to the address. Permits will not be issued to short-term rental tenants.

Trader Parking Permits

A Trader Permit allows vehicles to park for unlimited periods within designated Trader Permit Parking Zones. These areas may be for permit holders only or shared with timed restrictions for the public. The permit does not guarantee a parking space. Holders must still follow other parking restrictions and road rules.

Trader Permits will be issued to business owners based on business size and available parking. Details will be in the Parking Precinct Plan. To be eligible, business owners must:

- Provide a registered Australian Business Number or Business Name and appropriate licenses.
- Be authorised to apply on behalf of the business.
- Confirm the business is within the specific parking zone.
- Confirm the business is not linked to a residence on the same property.

- Show there is no adequate on-site parking or access to private parking.

Trader Permits must only be used by business staff and not leased, rented, loaned, or sold. No fees should be charged for using the permit. Permits can be transferred between users, but the Council must be informed of changes.

A Trader Permit will also allow permit holders to park for free in paid parking areas within the relevant zone described in the Parking Precinct Plan however they will be required to obey the parking restrictions.

Volunteer, recreational or community organisations in the relevant parking zone can also access Trader Permits for their members, where appropriate, as outlined in the relevant Parking Precinct Plan.

Construction Parking Permits

A Construction Parking Permit allows workers on smaller projects (one to twelve weeks) to park in restricted areas. Up to four permits may be issued per site and can be transferred between users. Costs will be based on restrictions and paid parking requirements, detailed in the Parking Precinct Plan.

These permits are valid for construction-related vehicles under 7.5 meters in length and 4.5 tonnes in weight. They are not for private passenger vehicles, motor homes, caravans, boats, or earth-moving equipment. Extensions can be requested if works are not completed on time, but extra costs may apply.

Other Permits Managed by State Government

The Department of Transport and Planning manages other permits through the Transport Victoria webpage which do not relate to parking. These include:

- Authority to drive in hazardous areas (e.g., alpine areas during snow season).
- Carnival or procession permits for float vehicles.
- Club permits for approved club members to drive cars up to 45 or 90 days per year.
- Rally permits for vehicles in Motorsport Australia affiliated club rallies.
- Unregistered vehicle permits for limited road travel.

More information is available at Transport Victoria at <https://transport.vic.gov.au/Road-rules-and-safety/Permits>.

Appendix 6: Implementation of Digital Parking Solutions and Paid Parking

Digital parking solutions use sensors and cameras to track parking space occupancy. Real-time information is shown on signs to guide drivers to available spots. This technology reduces congestion and delays to drivers looking for available parking spaces.

Many businesses think paid parking will scare away customers. However, paid parking, particularly when integrated with digital solutions, can improve access by promoting vehicle turnover and making it easier for customers to find available spaces near their destination. When combined with appropriately set parking fees, which are regularly reviewed to maintain affordability and occupancy levels, paid parking can effectively optimise the use of limited spaces, ensuring more people can access businesses and supporting local economic activity.

The technology records how long vehicles stay in one place. It helps the Council gather data to confirm parking use and whether the appropriate restrictions are provided. It can be linked with enforcement to spot illegal activity or overstays, allowing officers to issue appropriate fines.

Considerations for Introducing Paid Parking and/ or Digital Parking Solutions

Digital parking solutions and paid parking can be requested by the community but are usually started by the Council. They are used where they help manage high parking demand in a town or area. An investigation would involve multiple Council departments to consider:

- Locations suitable for digital parking and paid parking.
- Whether the parking is used by locals and/or visitors.
- Availability of private parking for residents, businesses, and visitors.
- Need for permits for residents, staff, and volunteers.
- Type of treatment and costs.
- Areas with different restrictions for various users.
- Appropriate parking costs for visitors.
- How the scheme can minimise negative impact on township character and nearby occupants.

When a paid parking trial project is proposed, details of the trial will be presented to Council and require their endorsement.

Paid parking is considered where there are many visitors which often results in parking issues. When paid parking is installed, alternative unrestricted parking areas may also be provided for businesses and visitors. Paid parking areas will have timed restrictions. Residents and landowners can get a Permit for Free Parking in Paid Areas, exempting them from fees but requiring adherence to parking rules. Details on the different permits are in Appendix 5.

Implementation and Review of Parking Fees

A portion of rates paid by property owners goes to building and maintaining roads and parking. Parking fees in tourist areas help share these costs with visitors who don't pay rates. Thus, Yarra Ranges residents and landowners won't pay for parking in public areas.

When paid parking is considered appropriate, the initial parking fee rates will be set during the development of Parking Precinct Plans. These rates will be based on similar locations and community feedback. Rates will be reviewed regularly and adjusted to keep parking occupancy around 85%, ensuring some spots are always available. If occupancy is regularly above 85%, fees will rise; if below, fees will drop. Details on rates and payment arrangements will be in the Parking Precinct Plans, with clear signage for drivers. Council Officers will inform the community before changing rates. Payment options will include credit card or online payments.

An initial free parking period might be included in some areas for short stays or drop-offs. This will be assessed and added to the Parking Precinct Plan if needed.

In areas with paid parking, revenue will go back to the local community.

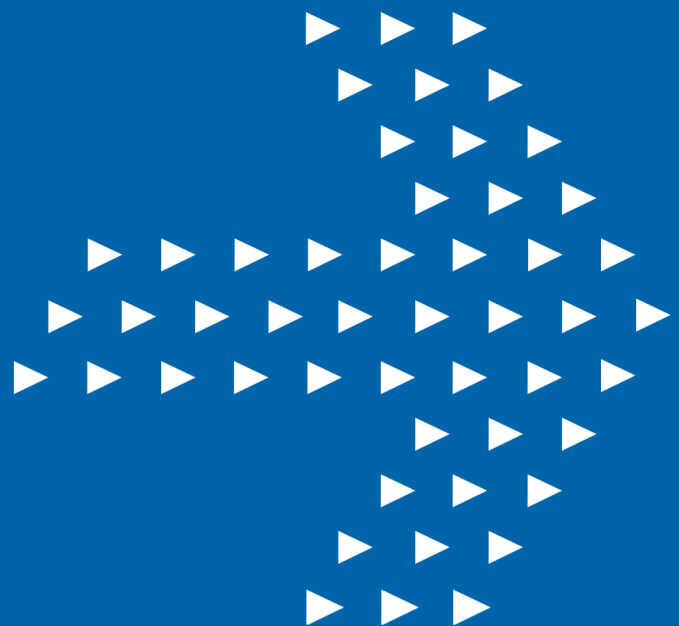


Draft Parking Management Framework
Engagement Feedback Report
February 2025

Acknowledgement of Traditional Owners
Yarra Ranges Council acknowledges the Wurundjeri and other Kulin Nations as the Traditional Owners and Custodians of these lands and waterways.

We pay our respects to all Elders, past, present, and emerging, who have been, and always will be, integral to the story of our region.

We proudly share custodianship to care for Country together



This report has been prepared by Yarra Ranges Council .

This document is available on the Yarra Ranges Council website. To request a copy, email or phone our Customer Service Centre using the details below:

Email: mail@yarraranges.vic.gov.au

Phone: 1300 368 333

Project Background

Parking Management is becoming an increasing issue in some areas of the municipality. In the past, the introduction of time limited restrictions has been able to deliver the level of control necessary to meet the needs of the community. However, with growing population, increased tourist visitation and economic development, a comprehensive Parking Management Framework is required to guide the implementation of parking restrictions and supporting technology to better manage the parking across the municipality.

The Parking Management Framework envisions parking in Yarra Ranges to provide equitable access to community facilities while protecting the natural environment and preserving unique character of its towns and villages. It aligns with the strategic objectives outlined in Council's Integrated Transport Strategy and establishes a clear structure for parking related decision making.

Key Elements of the Framework include:

- Hierarchy of Controls: Outlines the types of controls considered for parking management.
- Hierarchy of Parking Allocation: Prioritises parking allocation when implementing parking restrictions.
- Parking Investigations: Details the process for conducting investigations and making evidence-based decisions.
- Digital Parking Solutions and Paid Parking Schemes: Guides the adoption of modern technology to enhance parking efficiency.
- Parking Zones and Permits: Defines various zones and permits tailored to land use and user needs.
- Enforcement: Clarifies Council's approach to enforcement and its role in supporting parking management.

The Draft Parking Management Framework was released for community consultation from 14 August 2024 to 8 September 2024. During the engagement period, the community was encouraged to review and provide feedback on the draft Parking Management Framework.

How We Engaged



Comprehensive information on the draft documents were made available on the Shaping Yarra Ranges webpage. The webpage provided community members to:

- provide a feedback on areas of the draft document which could be explained better or does not address.
- find information for drop-in information sessions



When launched, an email was sent via Shaping Yarra ranges website to 2,367 recipients (All suburbs, plus Technology and Transport & Movement categories).



The Star Mail published an online article on 16 August 2024 titled 'Draft Parking Management Framework open for feedback from Yarra Range residents' which appeared in the various local newspapers on 20 August 2024.



Social media was used to promote the project and direct people to the project webpage. Promoting the project page via Facebook, Instagram, and the YR Local e-newsletter recorded a total of 715 clicks from these channels.



Drop-in information Sessions

- Monday 19 August 2024, 9:00 am to 2:00 pm,
Lilydale Civic Centre/ Community Link, 15 Anderson Street, Lilydale
- Wednesday 21 August 2024, 9:30 am to 2:00 pm,
Yarra Junction Community Link , 2442-2444 Warburton Hwy, Yarra Junction
- Friday 23 August 2024, 9:00 am to 4:00 pm,
Healesville Community Link, 110 River Street, Healesville
- Monday 26 August 2024, 10:00 am to 02:00 pm,
Monbulk Community Link, 21 Main Road, Monbulk
- Thursday 29 August 2024 10:00 am to 02:00 pm,
Upwey Community Link, 40 Main Street, Upwey

How We Heard From You

- The Engagement page attracted 1720 visitors across the engagement period
- 20 people followed the page
- 99 contributions online contributions and 9 emails were received
- 2 people attended the drop-in information sessions

Key Themes

Restrictions

- Range of restrictions are required
- Don't want parking restrictions/ There is not a parking problem
- Feedback related to Paid Parking or Digital Parking Solutions
- Clarification of which areas are being considered
- Need for unrestricted staff parking close to businesses
- Site Specific Parking Issues

Enforcement

- Need for enforcement

Development

- Increased Parking demand due to incremental development
- Road width on new developments must cater for on-street parking

Parking Demand

- Visitors to residential properties will not be able to find a park
- More parking is needed

Other

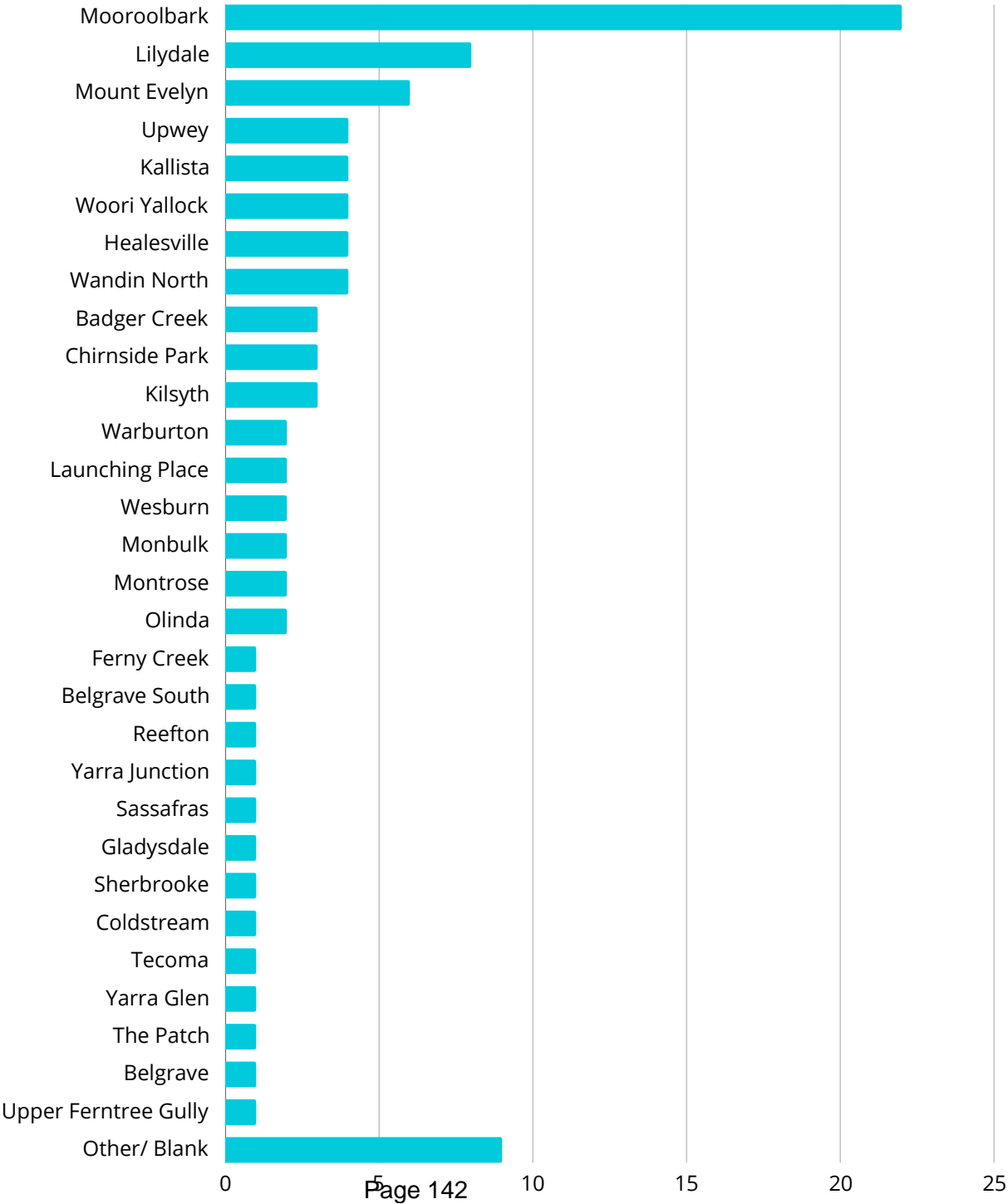
- Need more detail on the Management of permit process
- Consideration for other modes - e.g. cycling, walking, public transport

Further details and officer responses are provided later in the report.

Participant Demographics

Engagement Participants who made online submissions/ registered for the engagement sessions via the *Shaping Yarra Ranges* webpage were asked to volunteer information on where they live, which revealed the information shown below.

WHERE DO YOU LIVE?



Engagement Feedback - Restrictions

A Range of Restrictions are Required

There were 9 responses received regarding the need for a range of restrictions to be provided.

Feedback highlighted that a variety of restrictions are required to be provided to suit the needs of the community and abutting businesses.

Key pull out quotes:

“different times for specific areas eg : outside a post office or outside retail.”

“Short-term, free parking spaces are essential to prevent tourists parking around these services longer-term.”

“Trying to park for a quick stop ie. IGA is almost impossible. If shorter parking times could be introduced and monitored, it would make life a lot easier.”

Officer Response:

A range of suitable restrictions should form the basis of any parking investigation to provide a wider variety of parking options for various users. The Parking Management Framework emphasises a flexible approach, implementing restrictions such as time-limited parking, resident or trader permits, and designated spaces for specific purposes like loading zones, accessible parking.

These measures are designed to balance the needs of residents, businesses, and visitors while ensuring safety, accessibility, and efficient turnover. Parking restrictions will be informed by customer feedback, data analysis and community consultation to ensure they align with the unique requirements of each area.

Engagement Feedback - Restrictions

Don't want parking restrictions/ There is not a parking problem

There were 6 comments received expressing their view that parking was not a problem within the Yarra Ranges.

The feedback raised questioned the necessity of parking management. Some residents feel that parking is not an issue and parking restrictions will be implemented in areas which don't need it.

Key pull out quotes:

"No parking restrictions or charges. The parking in towns is poor anyway! We need to encourage people to towns."

"Never had any concerns parking in the Yarra Ranges. I'm sceptical that this is another council cash grab. "

"Our smaller towns like sassafra, Monbulk, Olinda, Kallista and the like do not need parking restrictions, as i can see parking meters being installed all over the municipality."

Officer Response:

Parking Management Framework ensures that restrictions are only installed when they are needed to address specific issues, such as high occupancy levels or safety concerns.

In areas where parking operates efficiently and there are no significant challenges, restrictions are not applied. However, as parking demand can change over time due to factors like population growth, tourism, or changes in land use, ongoing monitoring of parking patterns is essential. Where no issues are identified, the current unrestricted arrangements will remain in place, ensuring accessibility and convenience for all users.

Engagement Feedback - Restrictions

Feedback related to Paid Parking or Digital Parking Solutions

There were 45 responses received regarding paid parking or the implementation of digital parking solutions.

Feedback related to Paid Parking or Digital Parking Solutions including

- Do not support Paid Parking or Digital Parking Solutions in Yarra Ranges
- Their impact on businesses/ neighbourhood character/ tourism
- Lack of understanding of how paid parking is to be managed, or how the money is spent
- Need options for payment, not only apps

Key pull out quotes:

“I do not agree with paid parking even in town centres. This would drastically reduce my want to visit these areas and would force me to go to other areas. ”

“I am concerned about the impact on the smaller villages and stores that need short parking times.”

“Please avoid digital parking solutions where an app is the only payment option .“

Officer Response:

Paid parking is considered the highest level of parking control and is generally implemented if the availability target cannot be maintained using other control methods outlined Parking Management Hierarchy. It helps improve turnover and availability, ensuring customers and visitors can find parking when needed while supporting businesses. It also reduces congestion, guides tourists to available spaces, and reinvests in infrastructure that enhances the visitor experience and supports the local economy.

Careful design considerations and fee structures ensure parking solutions align with neighbourhood needs and character. Options such as trader permits, free parking, or discounted rates during off-peak times can be explored to minimise disruptions.

Parking meters are being considered alongside mobile applications to provide convenient and accessible payment methods.

Refer to Appendix 6: Implementation of Digital Parking Solutions and Paid Parking within the Framework for more information on how Paid Parking and Digital Parking Solutions will be managed.

Engagement Feedback - Restrictions

Clarification of which areas are being considered

There were 12 comments received seeking clarification of which areas are being considered.

Feedback indicated confusion to which areas are being considered within the framework and highlighted that specific plans are required for each unique area.

Key pull out quotes:

“Is there a one fit all solution across the entire Shire? The Shire is incredibly large & has very diverse areas requiring different management.”

“Exactly what areas are being targeted?”

“showing the specific areas council plan on issuing permits for residents and the like would be helpful”

Officer Response:

The Parking Management Framework is a high-level guide designed to inform parking-related decision-making. It provides overarching principles, but individual sites are investigated separately to ensure that local conditions and specific needs are addressed.

Rather than applying a one-size-fits-all solution, decisions are based on detailed assessments of factors such as parking demand, land use, and feedback from residents and stakeholders.

This approach ensures that parking measures are tailored to the unique characteristics and challenges of each area while maintaining fairness and accessibility for all users.

Engagement Feedback - Restrictions

Need for Unrestricted Staff Parking Close to Businesses

There were 6 submissions received regarding unrestricted staff parking close to businesses and town centre.

Feedback outlined that parking restrictions close to commercial areas cause issues for staff members having to move their vehicle to avoid fines. Another solution is for staff to leave their car far from work which causes safety concerns.

Key pull out quotes:

“Businesses operating in Lilydale have workers needing to constantly move their vehicles. Please take into account the safety of staff and workers that are going to be required to park at a distance and getting back to their vehicles alone at night. The crime rate is extremely high and this needs to be a factor.”

“You Should offer Traders ESPECIALLY in Belgrave Parking Permits. ALL traders in Belgrave have been fined NUIMEROUS times for parking in parking spots”

“please also help us keep our staff safe by allowing them to park near their work as parking at the station is not safe for my staff!!.”

Officer Response:

The Parking Management Framework highlights the importance of tailoring parking solutions to accommodate various user groups, including staff within a reasonable walking distance.

A mix of parking types, such as medium- to long-term parking options and Trader Permits (where appropriate), can be explored to address staff needs while maintaining availability for other users, such as customers. Integrating these options ensures a balanced approach that supports both staff accessibility and the broader needs of the community.

Engagement Feedback - Restrictions

Site Specific Parking Issues

There were 23 comments received regarding site specific parking concerns.

Feedback focused on specific parking issues within streets or townships and indicated that more parking spaces and/or parking restrictions are required. Train commuters and all day parking causes difficulty in finding parking during the day.

Key pull out quotes:

“Need to be more specific parking restrictions around all day parking zoned free areas.”

“More parking required around the train station is a main issue.”

“highway parking in the main st of Yarra Junction need to be sectioned into bays.”

“As a Kallista trader I am concerned about the parking. Our village needs

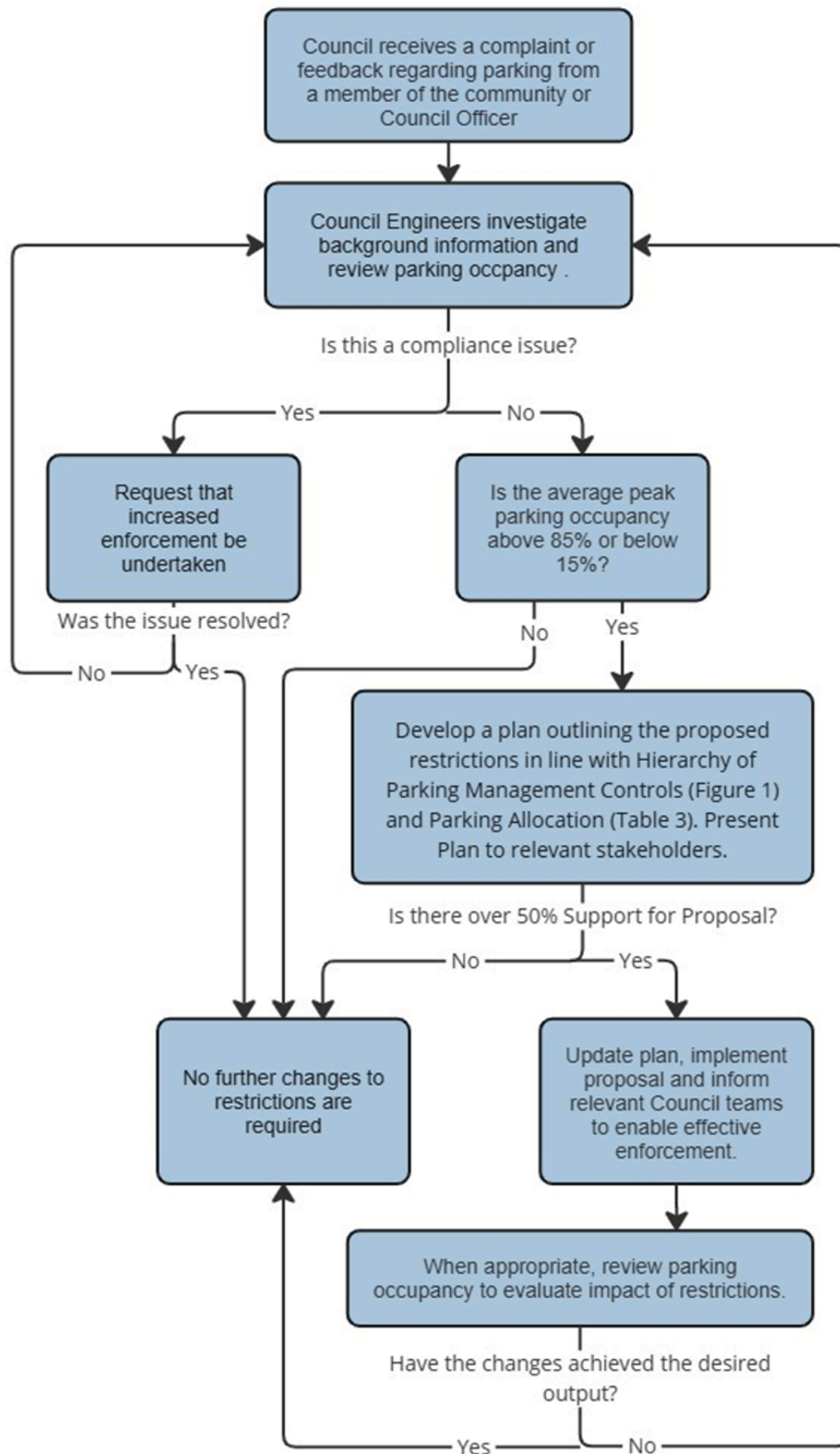
- 10 min spots at General Store

-2 hour limits in remaining spots

-parks opened up along the abandoned petrol station site.”

Officer Response:

Site specific parking issues were forwarded to traffic team for investigation. The parking issues will be assessed through the investigation process outlined in Appendix 2 within the updated Parking Management Framework outlined on the following page.



Engagement Feedback - Enforcement

Need for Enforcement

There were 11 responses received regarding the need to enforce existing parking restrictions.

Feedback highlighted that the community did not adequately enforce the restrictions that are provided which results in issues for residents and traders.

Key pull out quotes:

“You mention about parking on nature strip being a breach of the road rules, but this is not something that Council enforces. You need consistency with your application of the law.”

“Although it states current restrictions aren't working, they aren't getting enforced. We have a 4 hour parking restriction on our road and have had cars parked for days without any sign of infringement notices being issued. ”

“The council does not enforce local laws as it is. “

Officer Response:

Effective enforcement is essential for maintaining safety, ensuring fair access, and promoting the efficient use of parking spaces.

The Parking Management Framework supports targeted enforcement in areas with high demand, safety concerns, or identified issues such as illegal parking or overstays.

Enforcement efforts are guided by data, public feedback, and observations to address specific challenges while ensuring compliance with the Road Safety Act 1986 (Vic) and the Road Safety Road Rules 2017.

Through education, fair enforcement, and responsive action, the goal is to create a safe, accessible, and efficient parking environment that supports the needs of all users.

Engagement Feedback - Development

Increased Parking Demand Due to Incremental Development

There were 8 comments received regarding the increased demand on residential streets due to incremental development.

Feedback highlighted that there is inadequate parking provided with within multi-unit subdivisions which increases demand and reliance on on-street parking spaces.

Key pull out quotes:

“ With the amount of subdivisions and larger families due to children staying home longer there can be up to 4-5 cars per house hold. On our street in particular it is difficult to get out of our driveway as we have cars parked tight either side and cars parked directly opposite. ”

“stop over developing Yarra Ranges and causing new dwellings to have inadequate off street parking.”

“By allowing multiple housing, there are more cars parked on the streets because of lack of room on blocks.”

Officer Response:

Highlighted that new developments must comply with planning scheme requirements to adequately cater for parking needs, as outlined on Page 14 (New Developments section) of the Framework.

Additionally, streets experiencing parking congestion will be assessed through the investigation process detailed in Appendix 2, ensuring that any necessary measures are data-driven and aligned with community needs.

Engagement Feedback - Development

Road Widths on Developments Must Cater for On-Street Parking

There were 4 comments received regarding road widths within new developments and how they need to cater for on-street parking facilities.

Feedback focused on new developments that do not provide what is considered to be adequate on-street parking facilities allow have not suggested paid parking may be a deterrent to visit local retailers. Residents also expressed that paid parking is just another form generating revenue by council. They expressed paid parking is not needed.

Key pull out quotes:

“When developing new estates wider roads with more parking is needed. When allowing units and townhouses to be built they need to have more parking in the design ie parking for two vehicles per household to get cars off the street.”

“Regulations stipulating minimum widths to roads that developers must include allowances for visitors to park in residential areas.”

“The parking of cars in residential streets where cars are parked on both sides of the road leaving only room for one car to travel at a time.”

Officer Response:

New developments must ensure that road widths are sufficient to accommodate on-street parking, in line with planning scheme requirements. This approach balances the needs of residents, visitors, and service vehicles while maintaining safe and efficient traffic flow. Well-designed roads also help minimise parking congestion and enhance accessibility for all users.

This clarification is reflected in the updated Framework, as outlined on page 14 (New Developments section).

Engagement Feedback - Parking Demand

Visitors to residential properties will not be able to find a park

There were 4 comments expressing concern that visitors to properties in residential areas would not be able to park.

Feedback suggested paid parking may be a deterrent to visit local retailers. Residents also expressed that paid parking is just another form generating revenue by council. They expressed paid parking is not needed.

Key pull out quotes:

“Does this mean visitors eg family are not welcome in the Yarra Ranges. ”

“ I suppose any visitors will have to pay to come and see us now.”

“Regulations stipulating minimum widths to roads that developers must include allowances for visitors to park in residential areas”

Officer Response:

The Parking Management Framework aims to ensure equitable access to parking while minimising disruption to local communities. In residential areas with high parking demand, the following measures can help address visitor parking issues:

1. Time-Restricted Parking: Designated time-limited spaces encourage turnover, ensuring visitors have access to nearby parking when required.
2. Visitor Parking Permits: Where competition for on-street parking is significant, Council may introduce temporary or visitor permits as part of a Local Resident Parking Permit system. This allows residents to apply for permits tailored to visitor use or designate specific spaces for their guests.

For further details, refer to the following sections of the Parking Management Framework:

- Appendix 3: Residential Area Parking
- Appendix 5: Local Resident Parking Permits

Engagement Feedback - Parking Demand

More Parking is Needed

There were 11 comments received regarding the need for more parking to be provided across the municipality.

Feedback detailed that respondents believed that more on-street and off-street parking was required within townships and close to key destinations like schools and train stations.

Key pull out quotes:

“There is a lack of parking in the township as a whole is not addressed.”

***“That there is inadequate enough parking as it is around town.
More parking required around the train station is a main issue.”***

***“School carparks are no longer big enough to accommodate the school population.
This leaves staff and parent helpers to have to park on streets, sometimes all day”***

Officer Response:

Council’s Integrated Transport Strategy outlines a framework for addressing parking demands, prioritising better management of existing spaces and improved access to sustainable transport options before constructing additional parking.

While these measures often reduce the need for more parking spaces, there may be instances where constructing new spaces is necessary. Any decision to expand parking will be carefully assessed to ensure it aligns with current and future needs. For more information, please refer to Appendix 1 of the Parking Management Framework.

Engagement Feedback - Other

Need More Details on the Management of Permit Process

There were 7 comments expressing confusion about the management of the permit process.

Various respondents expressed concern or confusion about the permit application and management process and requested more detail.

Key pull out quotes:

“For how long will residents be provided parking permits at no cost? ”

“The residential parking permit is confusing.”

***“How I do Yarra Rangers residents get permits for all parking areas in the Yarra Ranges ?
Or we only get permit for our suburbs although we pay fees for the whole Yarra Ranges ?***

Officer Response:

Information in Appendix 5 within the Parking Management Framework was updated to provide clear details on the specific permit types and their management process.

Engagement Feedback - Other

Consideration for other modes - eg cycling, walking, Public transport

There were 6 responses received regarding other modes of transport.

Concerns were raised about the lack of infrastructure for pedestrians and alternative transport. While cycling is strongly promoted, there was concern for the lack of infrastructure which currently exists enabling cycling as a safe and viable option.

Key pull out quotes:

“I don't think the framework adequately addresses pedestrian access to and from parking areas.”

“Walking routes to public transport should be upgraded and maintained to discourage car use, and hence decrease need for additional parking.

Cycling is strongly promoted in the Framework. If this is to be taken seriously there should be a Commuter Cycling strategy in addition to the Paths and Trails plan. In the area I live, Kallista and environs, there appears to be very little or no attention to making roads "cycle friendly".

Officer Response:

The Integrated Transport Strategy (ITS) emphasises the importance of promoting sustainable and active transport options to reduce reliance on private vehicles and enhance connectivity.

The Parking Management Framework supports this vision by ensuring parking management aligns with broader transport goals. For instance, measures such as prioritising safe pedestrian access, integrating cycling infrastructure, and coordinating with public transport services are critical to achieving a balanced and efficient transport network.

Future planning and parking precinct designs will continue to incorporate features that support and encourage the use of these alternative modes, fostering sustainable mobility while addressing the diverse needs of the community.

Conclusion

Feedback received during the community engagement period has highlighted areas where greater clarification of key issues was required. As a result the Parking Management Framework was updated and revised to ensure that it was easier to read and effectively highlighted the overarching nature of the framework and the need for detailed analysis of site specific conditions when required.

The revised document will be presented to the Council for adoption at the meeting on 11 March 2025.



WARBURTON MOUNTAIN BIKE DESTINATION – STAGE 1B-1D BRIDGES (CT7760)

Report Author: Scott Chancellor and Phil Murton
 Responsible Officer: Director Built Environment & Infrastructure
 Ward(s) affected: O'Shannassy;

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

Confidential information is contained in Attachment 1. This information relates to contractual matters and contains commercially sensitive information including, but not limited to, the name of tendering parties, the evaluation panel members, and the evaluation of the tenders received against the published evaluation criteria. Any disclosure of the information included within the confidential attachment to this report could be prejudicial to the interests of the Council or other parties. If a discussion of any of this confidential information is required, the Council is recommended to resolve that item by having it deferred to the confidential section of the agenda when the meeting is closed to members of the public in accordance with Section 3(1), g(i)g(ii) of the *Local Government Act 2020*.

SUMMARY

This report summarises the evaluation process taken and seeks Council approval for the award of the contract to construct 17 mountain bike bridges and boardwalks associated with Stage 1B-1D of the Warburton Mountain Bike Destination (WMBD). An advertisement calling for tenders was placed in *The Age* newspaper on Saturday, 23rd November 2024.

Tenders closed on Wednesday 15th January and five (5) tenders were received. This item has been included in the public agenda to facilitate openness and transparency in Council's decision-making. Confidential attachments have been included with the report which contain commercially sensitive information that is not to be disclosed while the meeting is open to the public.

This tender is part of the larger Warburton Mountain Bike Destination project which commenced construction in July 2024. The tender price is within cost estimates and the committed project budget, which includes approximately \$7.6 million of grant income.

The recommendation in this report has been formally endorsed by the tender evaluation panel.

RECOMMENDATION

That

1. ***Council awards the tender from Brunton Engineering and Construction Pty Ltd for a total lump sum price of \$1,218,761.31 inclusive of provisional items and exclusive of GST (\$1,340,637.44 inclusive of GST and Provisional Items) for contract CT7760.***
2. ***The Director Built Environment and Infrastructure be delegated authority to sign the contract documents.***
3. ***The confidential attachment to this report remains confidential indefinitely as it relates to matters specified under section (1)(g)(i)(g)(ii) of the Local Government Act.***

RELATED COUNCIL DECISIONS

There are no related Council decisions relevant to this item.

DISCUSSION

Purpose

The purpose of this report is to seek Council approval to award CT7760 Warburton Mountain Bike Destination Stage 1B-1D Trail Network Bridges.

This tender includes the construction of 17 mountain bike bridges and boardwalks associated with the Warburton Mountain Bike Destination Stage 1B-1D. The contract will include the following:

- Project management
- Geotechnical Investigations
- Transport of materials and equipment into remote areas
- Construction of 17 steel bridges and boardwalks

Background

Stage 1A-1D of the WMBD project involves the construction of approximately 100km of mountain bike trails throughout the Yarra State Forest to the south of Warburton Highway.

Construction works commenced on the WMBD project in July 2024, and approximately 20km of trails have been constructed out of 100km in the Stage 1B-1D. The mountain bike trails are being constructed by a specialist trail builder as part of a separate contract.

This report seeks approval to enter a contract to construct 17 steel bridges and boardwalks required throughout the trail network. The bridges and boardwalks span over existing gullies and boardwalks at the locations agreed with Melbourne Water and will link mountain bike trails on either side.

The overall WMBD project has gone through an Environment Effect Statement (EES), the most rigorous environmental approval process in Victoria. Following the EES, a Planning Scheme Amendment and Incorporated document was obtained for the Southern Network to permit the use and development of the land for the WMBD project. The Incorporated Document stipulated several secondary approvals which were required prior to the commencement of the development. All relevant secondary approvals for the bridge and boardwalk construction have been obtained including approval by Melbourne Water, Department of Energy, Environment and Climate Action (DEECA) and Department of Transport and Planning.

Options considered

The procurement method for this tender was a single stage competitive open tender. An advertisement calling for tenders was published on Council's online e-tendering portal and placed in *The Age* newspaper on Saturday, 23rd November 2024. Tenders closed on Wednesday, 15th January 2025 and five (5) tenders were received.

The tender process has been carried out in accordance with the requirements of Council's Procurement Policy and the endorsed evaluation plan. Tenders were assessed for conformity with the tender documents. A summary of these tender submissions is contained within the confidential attachment to this report. The evaluation panel scored the tenders against the pre-established evaluation criteria, as published in the tender document.

A summary of the evaluation criteria follows:

- Tendered Price - 40%
- Capability & Capacity - 30%
- Commitment to Quality & Sustainability - 10%
- Community Benefit - 5%
- Local content - 5%
- Timeframes / Methodology - 10%

Recommended option and justification

Following an extensive evaluation process as detailed in the Confidential attachment, the tender evaluation panel are unanimous in their decision to recommend the tender submission from Brunton Engineering and Construction Pty Ltd.

FINANCIAL ANALYSIS

The tender value is for a total lump sum price of \$1,218,761.31 inclusive of provisional items and exclusive of GST. This is the capital cost for the construction of 17 bridges and boardwalks throughout the Warburton Mountain Bike Destination.

This tender is part of the larger Warburton Mountain Bike Destination project. The tender price is within both the cost estimates and committed project budget, which includes approximately \$7.6 million of grants. Expenditure for this tender will commence in April and be completed in early 2026.

APPLICABLE PLANS AND POLICIES

This report contributes to the following strategic objective(s) in the Council Plan:

- **Connected and Healthy Communities:** Communities are safe, resilient, healthy, inclusive and socially well connected. Quality services are accessible to everyone.
- **Quality Infrastructure and Liveable Places:** Quality facilities and infrastructure meets current and future needs. Places are well-planned and are hubs of activity that foster wellbeing, creativity and innovation.
- **Vibrant Economy, Agriculture and Tourism:** Our tourism, agriculture, health, manufacturing and other industries are leading and dynamic. Strong investment and attraction underpins sustainable economic growth and job creation.

Major Initiatives for 2021-2025 is to become a world class trails and eco-tourism destination through project development, delivery, advocacy and partnerships, including the delivery of the Rivers and Ridges projects. The desired community outcome is a trail network that provides locals with improved connections and recreation options to help improve health outcomes and active transport alternatives. It will create a tourism destination to support economic growth. Council will achieve this by delivering projects including the Warburton Mountain Bike Destination, Yarra Valley Trail, and ngurrak barring | RidgeWalk.

RELEVANT LAW

This report seeks Council approval to award a contract that complies with Section 108 and 109 of the *Local Government Act 2020*.

SUSTAINABILITY IMPLICATIONS

Local and social sustainability was considered as part of the evaluation process.

COMMUNITY ENGAGEMENT

Significant community engagement has taken place throughout the development of the Warburton Mountain Bike Destination project. An overview of the WMBD project, background reports, project updates and frequently asked questions are publicly available on the Ride Yarra Ranges website.

As the delivery phase approaches, more targeted consultation is occurring with local residents and communities that are more directly impacted by the current aspect of the project. Recent community engagement includes:

- Ongoing community updates provided through 'Ride Yarra Ranges'
- Formation of an Emergency Planning Committee (EMP requirement).

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

The project requires significant collaboration with external government agencies, including Wurundjeri, Melbourne Water, DEECA, DTP, Ambulance Victoria, SES, CFA and VicPOL. These agencies are represented on individual Project Working Groups and Emergency Planning Committees to ensure effective collaboration and coordination.

Furthermore, the specific bridge and boardwalk designs have been reviewed and approved by Melbourne Water, DEECA and DTP.

RISK ASSESSMENT

An overall WMBD Risk Register has been kept updated since the beginning of the project. The CT7760 tender documents included:

- An OH&S Hazard Identification Report (Identified risks including demolition of railway infrastructure, underground services, traffic management, working at heights, restricted construction access, working over water, uneven ground conditions, hazardous substances, and stock management).

The successful tenderer is required to work in accordance with the approved WMBD Construction & Environmental Management Plan (CEMP) and shall undertake a project induction delivered by Council and technical specialists prior to commencing any on-site works.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Tender Evaluation Report (Confidential)

Confidential Item

11. COUNCILLOR MOTIONS

In accordance with Chapter 3 Division 4 of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

There were no Councillor motions received prior to the Agenda being printed.

12. ITEMS THROUGH THE CHAIR

13. REPORTS FROM DELEGATES

14. DOCUMENTS FOR SIGNING AND SEALING

In accordance with Clause 87 of the Meeting Procedures and Use of Common Seal Local Law 2015, as prescribed by Section 14(2)(c) of the Local Government Act 2020.

There were no Documents for Signing and Sealing listed for this meeting prior to the Agenda being printed.

15. INFORMAL MEETINGS OF COUNCILLORS

Report Author: Governance Officer
 Responsible Officer: Director Corporate Services
 Ward(s) affected: All Wards

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public

SUMMARY

Chapter 8, Rule 1, of the Governance Rules requires that records of informal meetings of Councillors must be kept and that the Chief Executive Officer must ensure that a summary of the matters discussed at the meeting tabled at the next convenient Council meeting and recorded in the Minutes of that Council meeting.

An 'informal meeting of Councillors' is defined in the Governance Rules as a meeting of Councillors that:

- is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors;
- is attended by at least one member of Council staff; and
- is not a Council meeting, Delegated Committee meeting or Community Asset Committee meeting.

The records for informal meetings of Councillors are attached to the report.

RECOMMENDATION

That the records of the Informal Meetings of Councillors, copies of which are attached to the report, be received and noted.

ATTACHMENTS TO THE REPORT

1. 09 February 2025 – Councillor Development Program (CDP)
2. 12 February 2025 – Councillor Development Program (CDP)
3. 12 February 2025 – YRC Disability Advisory Committee
4. 18 February 2025 – Council Briefing
5. 18 February 2025 – Council Forum
6. 19 February 2025 – Councillor Development Program (CDP)

Informal Meeting of Councillors

Public Record



Meeting Name:	Councillor Development Program (CDP)		
Date:	09 February 2025	Start Time: 9am	Finish Time: 5pm
Venue:	Civic Centre, Conference Room A		
Attendees:	<p>Councillors: Cr Child, Cr Higgins, Cr McAllister, Cr Cox, Cr Heenan, Cr McIlwain, Cr Ward, Cr Mazzarella and Cr Marriott</p> <p>CEO/Directors: Tammi Rose, Leanne Hurst, Hjalmar Philipp, Kath McClusky, Vince Lombardi and Ameer Cooper</p> <p>Via Zoom: NIL</p> <p>Officers: Ben Waterhouse, Liam Routledge, Kim O'Connor, Enrique Gutierrez and Karen Greer (Until 1pm)</p> <p>Externals: Cindy Plowman</p> <p>Apologies: NIL</p>		
Disclosure of Conflicts of Interest:	<ul style="list-style-type: none"> Nil 		
	Item Title		
	- Council Plan & Budget (s90 and s94) including Asset Management and Capital Investment		
Completed By:	Christy Seeger		

Informal Meeting of Councillors

Public Record



Meeting Name:	Councillor Development Program (CDP)		
Date:	12 February 2025	Start Time: 5.30pm	Finish Time: 9pm
Venue:	Chamber		
Attendees:	<p>Councillors: Cr Child, Cr Higgins (6pm), Cr Cox (5.40pm until 6.30pm), Cr McIlwain, Cr Ward, and Cr Marriott</p> <p>CEO/Directors: Leanne Hurst, Vince Lombardi and Ameer Cooper</p> <p>Via Zoom: NIL</p> <p>Officers: Pip Smith (Until 6pm), Jo Hammond (Until 6pm), Jane Sinnamon, Simone Marais, Isha Scott, Claire Rock, Anne Blakeway, Carolyn Neville, Jenny Davies, Lucy Proctor</p> <p>Externals: NIL</p> <p>Apologies: Cr McAllister, Cr Mazzarella, Cr Heenan, Tammi Rose, Hjalmar Philipp and Kath McClusky</p>		
Disclosure of Conflicts of Interest:	<ul style="list-style-type: none"> NIL 		
	Item Title		
	- Community Engagement at Yarra Ranges (s55)		
	- Connecting community for a stronger future		
	- Economy Tourism and Culture		
Completed By:	Christy Seeger		

Informal meeting of Councillors

Public Record



Meeting Name:	Yarra Ranges Council Disability Advisory Committee	
Date:	12 February 2025	Start Time: 1.00pm Finish Time: 3.00pm
Venue:	Conference Room A	
Attendees:	<p>Councillors: Cr Len Cox</p> <p>Other attendees: Marie Pleuger, Tracey Wannet, Michelle McDonald, Jackson Ellis, Lesley Grimes, Julie McDonald, Shek Kho, Paul Stoney, James Wood, Renae Purcell,</p> <p>CEO/Directors:</p> <p>Officers: Amanda May, Rachael Giddens, Hiroshi Uchida, Daniel Wressell, Jenna Hepburn, Kate Campbell, Teddy Easdown, Simone Marais</p>	
Apologies	Cr Richard Higgins, Isabella O'Hare, Lisa McIlfatrick,	
Disclosure of Conflicts of Interest:	None	
Matter/s Discussed:	1.1	NDIS updates
	1.2	DAC Annual Report and Disability Action Plan update and launch of Changing Places toilet in Kilsyth
	1.3	Draft Access Guide for the Civic Centre consultation
	1.4	Update on new playspaces
	1.5	Disability Inclusion Officer update
	1.6	Member updates
Completed By:	Amanda May	

Informal Meeting of Councillors

Public Record

Meeting Name:	Council Briefing		
Date: Venue: Attendees: Apologies: Disclosure of COI: Matter/s Discussed: Completed By:	18 February 2025	Start Time: 6.24pm	Finish Time: 6.32pm
	Council Chamber, Civic Centre, Anderson Street, Lilydale and via videoconference		
	Councillors:	Cr Child (Chair), Cr Higgins (Deputy Chair), Cr McAllister, Cr Cox, Cr Heenan, Cr McIlwain, Cr Ward and Cr Mazzarella	
	CEO/Directors:	Kath McClusky (Acting CEO), Vincenzo Lombardi, Leanne Hurst, Hjalmar Philipp and Corinne Bowen (Acting Director Planning and Sustainable Futures)	
	Officers:	Gina Walter, Beck Stevens, Ben Waterhouse, Mel Villani, Joanne Hammond, Ameer Cooper, Kirsten Vernon, Stuart Wilson	
	Via Zoom:	Karen O’Gorman	
	Tammi Rose and Cr Marriott		
	<ul style="list-style-type: none">Nil		
	This briefing covered the following items of business to be considered at the 25 February 2025 Council Meeting.		
	10.1	Pre-Budget Submission Australian Government 2025-2026	
10.2	Sustainable Environment Advisory Committee Terms of Reference & Membership Appointments		
10.3	Quarterly Financial Report - December 2024		
10.4	Disability Action Plan 2024-2028 Draft		
10.5	Mooroolbark Community House		
10.6	Warburton Paid Parking Pilot Fees Proposal		
10.7	CT 7747 Yarra Valley Trail Stage 1B.2		

Informal Meeting of Councillors

Public Record

Meeting Name:	Council Forum		
Date:	18 February 2025	Start Time: 5.31pm	Finish Time: 9.39pm
Venue:	Council Chamber, Civic Centre, Anderson Street, Lilydale and via videoconference		
Attendees:	<p>Councillors: Cr Child (Chair), Cr Higgins (Deputy Chair), Cr McAllister (From 5.35pm), Cr Cox, Cr Heenan (From 5.35pm), Cr McIlwain, Cr Ward, Cr Marriott (From 8.14pm) and Cr Mazzearella</p> <p>CEO/Directors: Kath McClusky (Acting CEO), Vincenzo Lombardi, Leanne Hurst, Hjalmar Philipp and Corinne Bowen (Acting Director Planning and Sustainable Futures)</p> <p>Officers: Gina Walter, Beck Stevens, Ben Waterhouse, Mel Villani, Joanne Hammond, Ameer Cooper, Kristen Vernon, Stuart Wilson, Kathy Baltas, Alison Fowler, Nathan Islip, Graham Brew, Daniel Wressell, Louise Parzatka, Bumeke Jayasinghe, Kim O'Connor, Karen O'Gorman, Maria Stevens and Sarah Love</p> <p>Via Zoom: Anne Blakeway, Megan Sheehy, Jenny Davies and Alanna Ford</p> <p>Externals: Ainslee Meredith and Adam Mornement (Lovell Chen)</p>		
Apologies	Tammi Rose and Cr Marriott		
Disclosure of Conflicts of Interest:	<ul style="list-style-type: none"> Nil 		
	1.1	Acknowledgement of Country	
	1.2	Declaration of Interest	
	1.3	Action and Agreement Record - 4 February 2025	
	2.0	Briefing Session One	
	2.1	Heritage Strategy Introduction - External Presenters	

Completed By:	3.1	Review of the Public Agenda for Council's Meeting on 25 February 2025
	4.0	Briefing Session Two
	4.1	Eastern Region Group of Councils and Other Regional Groups
	6.0	Briefing Session Two (Continued)
	6.1	Marking Management
	6.2	Street & Park Litter Bin Service Review and Benchmarking
	7.0	Mayor & CEO Update
	8.0	Councillor Discussion Time
	9.0	General Business
	10	For Noting
	10.1	Federal Budget Submission 2025-2026
	10.2	Quarterly Corporate Services Reporting (October - December 2024)
	10.3	Indicative Forum & Council Meeting Schedule
	Gina Walter	

Informal Meeting of Councillors

Public Record



Meeting Name:	Councillor Development Program (CDP)		
Date:	19 February 2025	Start Time: 6pm	Finish Time: 8.45pm
Venue:	Chamber		
Attendees:	<p>Councillors: Cr Child, Cr Higgins (6pm), Cr Cox, Cr Heenan, Cr McIlwain, Cr Ward, Cr Mazzarella (until 6.30pm) and Cr Marriott</p> <p>CEO/Directors: Vince Lombardi</p> <p>Via Zoom: NIL</p> <p>Officers: Jan Spinder, Ben Waterhouse, Mel Villani and Samantha Boyle</p> <p>Externals: Steve Schink</p> <p>Apologies: Cr McAllister, Tammi Rose, Leanne Hurst, Hjalmar Philipp, Kath McClusky and Amee Cooper</p>		
Disclosure of Conflicts of Interest:	<ul style="list-style-type: none"> Nil 		
	Item Title		
	- Digital & Technology Induction (s57)		
	- Introduction to Audit & Risk Management Committee (s54)		
	- Fraud & Corruption Awareness		
	- Risk Management including OH&S		
Completed By:	Christy Seeger		

16. URGENT BUSINESS

In accordance with Chapter 3 Rule 24 of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

There were no Urgent Business listed on the agenda for this meeting

17. CONFIDENTIAL ITEMS

In accordance with Chapter 3 Rule 24 of the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

There were no Confidential Items listed for this meeting.

18. DATE OF NEXT MEETING

The next meeting of Council is scheduled to be held on Tuesday 25 March 2025 commencing at 7.00pm, at Council Chamber, Civic Centre, Anderson Street, Lilydale and via videoconference.



In providing for the good governance of its community, Councillors are reminded of their obligation to abide by the provisions as set within the Local Government Act 2020 and the Code of Conduct for Councillors.

When attending a Council Meeting, Councillors should adhere to the procedures set out in the Governance Rules developed by Council in accordance with section 60 of the Local Government Act 2020.

The following is a guide for all Councillors to ensure they act honestly, in good faith and in the best interests of Yarra Ranges as a whole.

1. Councillors will respect the personal views of other Councillors and the decisions of Council.
2. Councillors may publicly express their own opinions on Council matters but not so as to undermine the standing of Council in the community.
3. The Mayor is the official spokesperson for Council.
4. Councillors will incur expenditure in a responsible manner and in accordance with the Councillor Expenditure and Policy.
5. Councillors will avoid conflicts of interest and will always openly disclose any direct and indirect interests where they exist.
6. Councillors will act with integrity and respect when interacting with Council staff and members of the public.
7. Councillors will demonstrate fairness in all dealings and conduct and be open with and accountable to the community at all times.
8. Councillors will conduct themselves in a manner that does not cause detriment to Council or the Yarra Ranges community.