



MINUTES

ORDINARY MEETING OF COUNCIL

Tuesday, 11 February 2014

Held at the
Council Conference and Reception Centre
City Hall, Little Malop Street, Geelong
commencing at 7.00p.m.

COUNCIL:

Cr. D. Lyons <i>Mayor</i>	(G21 Geelong Regional Alliance, Finance, Governance, Regional Cities)
Cr. T. Ansett (<i>Windermere</i>)	(Heritage, Rural Communities)
Cr. L. Ellis (<i>Coryule</i>)	(Coastal Communities, Infrastructure, Parks and Gardens)
Cr. J. Farrell (<i>Beangala</i>)	(Community Safety, Youth, Women in Community Life)
Cr. K. Fisher (<i>Corio</i>)	(Community Development, Aboriginal Affairs)
Cr. B. Harwood (<i>Kardinia</i>)	(Enterprise Geelong, Primary Industries)
Cr. M. Heagney (<i>Brownbill</i>)	(Central Geelong, Planning)
Cr. J. Irvine (<i>Austin</i>)	(Sport and Recreation)
Cr. E. Kontelj (<i>Cowie</i>)	(Aboriginal Affairs, Multicultural Affairs, Finance)
Cr. Dr. S. Kontelj (<i>Kildare</i>)	(Finance)
Cr. R. Macdonald (<i>Cheetham</i>)	(Major Projects, Knowledge Economy & Education)
Cr. R. Nelson (<i>Deakin</i>)	(Major Events, Tourism)
Cr. A. Richards (<i>Buckley</i>)	(Environment & Sustainability, Transport, Arts & Culture)

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**MINUTES OF THE ORDINARY MEETING
OF THE GREATER GEELONG CITY COUNCIL
HELD AT THE COUNCIL CONFERENCE AND RECEPTION CENTRE
CITY HALL, LITTLE MALOP STREET, GEELONG
TUESDAY, 11 FEBRUARY 2014
COMMENCING AT 7.00 P.M.**

PRESENT: Cr D Lyons (Mayor), Crs T Ansett, L Ellis, J Farrell, K Fisher, B Harwood, M Heagney, J Irvine, E Kontelj, S Kontelj, R Macdonald, R Nelson, A Richards

Also present: S Griffin (Chief Executive Officer), M Kelly (Acting General Manager Corporate Services), P Bettess (General Manager Economic Development, Planning and Tourism), G Van Driel (General Manager City Services), K Pritchard (Acting General Manager Community Services), D Frost (General Manager Projects, Recreation and Central Geelong), J Brown (Manager Administration and Governance), R Bourke (Co ordinator Governance & Legal Services), D Chiller (Co ordinator Communication and Marketing)

OPENING: The Mayor declared the meeting open at 7.00pm

ACKNOWLEDGEMENTS:

The Mayor acknowledged that we are here today on the land of the Wathaurong People and we pay our respects to Aboriginal elders past and present.

APOLOGIES: Nil.

CONFIRMATION OF MINUTES:

Cr Irvine moved, Cr E Kontelj seconded -

That the Minutes of the Ordinary Meeting held on 28 January 2014 be confirmed and signed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST:

Cr Heagney declared an Indirect Interest by a Conflicting Duty in Agenda Item 8 Proposed Rezoning 1681-1729 Bellarine Highway, Marcus Hill, in that she is on the Board of the Geelong Cemeteries Trust.

Cr Harwood declared an Indirect Interest by Close Association in Agenda Item 4 - Green Organics Site – Expression of Interest, in that he works in the same vicinity as the existing Council Green Waste Contractor.

Cr Farrell declared an Indirect Interest by Close Association in Agenda Item 11 – The Avenue, Ocean Grove – Proposed Road and Drainage Construction SRC297 – Finalisation of Scheme, in that the report affects several of her close friends and professional colleagues.

Cr S Kontelj declared an Indirect Interest by Close Association in Notice of Motion, North Geelong Secondary College, in that he is the Patron of the North Geelong Secondary College Legal Studies Patron Program.

QUESTION TIME:

Question Time is an opportunity for questions to be addressed to Council and while the minutes record the general content, they do not purport to be a transcript of what was said by individuals. Likewise Councillor or Officer verbal responses are in summary form only. Views expressed may not be the views of Council.

Council's practice is to provide a separate document on its website setting out questions and responses including any more detailed written responses which may be provided subsequent to the meeting.

Evan Hardie submitted a series of questions in relation to Amendment C299. As Mr Hardie was not present the questions were tabled for a written response.

Tara Iacarella asked the following questions in relation to Amendment C290 Public Acquisition Overlay: Patullos/Elcho/O'Hallorans Road Intersection, Lara:

- 1) Why the acquisition of so much of our land is sought? Why has not more been done to investigate the viable alternatives that exist, as identified by the independent traffic management consultants? The intersection could be redesigned or moved further east.
- 2) Why is the burden of providing the land resting almost solely on 180 Patullos Road, Lara? Why can it not be spread more equitably across the three landowners impacted? We note that the cost of acquisition of land across the road is more than 10 times greater than the cost of acquisition of our land (due to that land being re-zoned residential). We hope that the decision to disrupt our lives to such an extent is not driven largely by costs. That would be completely unfair and unjust.
- 3) If the acquisition must go ahead, why can we not retain ownership of the bulk of the land (the space within the 'triangle')?

Peter Bettess responded that the report before Council tonight is recommending submissions be referred to an Independent Panel who will consider the issues that have been raised.

Colin Wallace asked:

- 1) Mr Mayor, the night after the 26th November 2013 Council Meeting where I learned that the Paul Jamieson who accompanied Mayor Keith Fagg to the Premier's office when Mayor Fagg told the Premier he intended to resign was not the then acting CEO of the City of Greater Geelong, I informed the Premier of what I had just learned and in response the Premier informed me by letter that later the same day as he made the error he corrected it in the house, which is something I did not know until I received the Premier's letter with the relevant page of Hansard enclosed on 15th January, and I am asking you, Mr Mayor, were you aware the Premier had made the correction in the house?

The Mayor responded he was not aware and was not Mayor at the time.

- 2) The Minutes of the 26th November 2013 Council Meeting are misleading in that CEO Stephen Griffin when responding to my question on the night was not forthcoming as to whether there was a Paul Jamieson who worked for Council which is the reason my wife a little later during the same Question Time asked if there was a Paul Jamieson working for Council and it was in responding to her the CEO said yes there was a Paul Jamieson working for Council so I am asking why Councillors confirmed the Minutes when part of them – the response to my question – was misleading?

Stephen Griffin responded that the answers on the night were correct and in his opinion were not misleading.

The Mayor added the CEO's response that the Paul Jamieson referred to is not the Paul Jamieson employed by this Council is correct.

- 3) On the night, CEO Stephen Griffin's response to my question at the 10th December 2013 Council Meeting was clear and unambiguous but referred to the matter I raised only in general terms, avoiding any reference to the specific instance I had raised which was in relation to the previous meeting, yet the Minutes write-up of Mr Griffin's response is unclear and ambiguous, encouraging the reader to erroneously think that Mr Griffin did respond to the specific instance I raised and to erroneously think he contradicted me, so my question is, why did Councillors confirm the Minutes when part of them – the response to my question – was misleading?

The Mayor responded that as far as he is concerned the response was not misleading and the Minutes were confirmed by the Council because it was clear to all Councillors.

PETITIONS: Nil.

1. AMENDMENT C290 PUBLIC ACQUISITION OVERLAY: PATULLOS/ ELCHO/ O'HALLORANS ROAD INTERSECTION LARA - CONSIDERATION OF SUBMISSIONS

Portfolio:	Planning - Cr Heagney
Source	Planning and Tourism - Strategic Implementation
General Manager:	Peter Bettess
Index Reference	Council Reports 2014

Purpose

This report considers submissions received to Amendment C290 and recommends the submissions be referred to an Independent Planning Panel.

Summary

- Amendment C290 is Council-initiated and seeks to apply the Public Acquisition Overlay 4 (Proposed Road) to part of three private landholdings that front the Patullos/ O'Hallorans/ Elcho Road intersection, Lara.
- The Amendment will reserve land necessary for the future upgrade of the intersection. The intersection upgrade is part of the wider strategic planning of the Lara West Growth Area under Amendment C246.
- The future intersection upgrade is an infrastructure item in the adopted Lara West Development Contributions Plan, September 2013.
- The land proposed to be acquired is part of 165 Patullos Road, part of 180 Patullos Road and part of 5 Elcho Road, Lara.
- A delegated authority report was prepared on 20 February 2013, which resolved to support the preparation and exhibition of Amendment C290.
- Public exhibition of Amendment C290 commenced on 2 May 2013 and closed on 3 June 2013.
- There were two submissions. One submission was received from APA GasNet Australia. APA made no objection but requested that Council liaises with them prior to works being undertaken to upgrade the road intersection. It is noted that this Amendment is about reserving land for acquisition and any future road works are subject to a separate approvals process.
- The other submission came from a directly affected landowner at 180 Patullos Road, who submitted an alternative road intersection design that seeks to spread the land acquisition equitably across all affected landowners.
- In considering the submission from the landowner at 180 Patullos Road, advice was sought from Council's Traffic Engineer and VicRoads. Both identified a number of negative impacts of the suggested alternative intersection design.
- Council officers therefore do not recommend any changes from what was exhibited.
- This report addresses the issues raised in the submissions and recommends they be referred to an Independent Panel appointed by the Minister for Planning.

1. AMENDMENT C290 PUBLIC ACQUISITION OVERLAY: PATULLOS/ ELCHO/ O'HALLORANS ROAD INTERSECTION LARA - CONSIDERATION OF SUBMISSIONS (CONT'D)

Cr Heagney moved, Cr Ansett seconded -

That Council, having considered all submissions to Amendment C290 to the Greater Geelong Planning Scheme, resolves to:

- 1) Request the Minister for Planning to appoint an Independent Panel under Part 8 of the Planning and Environment Act 1987;**
- 2) Refer all submissions that have not been resolved to the Panel; and**
- 3) Submit to the Panel its response to the submissions generally as outlined in this report.**

Carried.

Background

This Amendment is the result of future planning for the Lara West Growth Area, where the intersections of Patullos Road with O'Hallorans Road and Patullos Road with Elcho Road (referred to as the Patullos/ Elcho/ O'Hallorans Road intersection) were assessed as inadequate and in need of upgrading to cater for the predicted long term traffic volumes and to provide safe and functional use by pedestrians and cyclists.

The Lara West Growth Area sits on the western edge of the Lara Township and Amendment C246 seeks to rezone 390 hectares of farming and rural living zoned land to the Urban Growth Zone supported by a Precinct Structure Plan (see **Appendix 1**). Amendment C246 was adopted by Council on 22 October 2013 and is currently before the Minister for Planning for approval.

The upgrade of the intersection is an infrastructure item in the adopted Lara West Development Contributions Plan, September 2013, which forms part of Amendment C246. The design of the intersection in the Lara West Development Contributions Plan is shown at **Appendix 2**.

The design of the new Patullos/ Elcho/ O'Hallorans Road intersection will require the acquisition of private land. The most appropriate planning tool to identify and acquire the land is the Public Acquisition Overlay 4 (Proposed Road).

The land to be acquired is as follows:

Part of 165 Patullos Road:	0.01 hectares
Part of 180 Patullos Road:	0.56 hectares
Part of 5 Elcho Road:	0.01 hectares

These areas are shown at **Appendix 3** as part of the exhibited planning scheme map change.

The purpose of the Public Acquisition Overlay 4 (PAO4) is to reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.

On 20 February 2013 Council resolved, via delegated powers, to prepare and exhibit Amendment C290. On 27 February 2013 Council wrote to the Minister for Planning requesting authorisation to prepare and exhibit Amendment C290 to the Greater Geelong Planning Scheme. Authorisation by the Minister was received on 5 March 2013 (Authorisation No. 02492).

1. AMENDMENT C290 PUBLIC ACQUISITION OVERLAY: PATULLOS/ ELCHO/ O'HALLORANS ROAD INTERSECTION LARA - CONSIDERATION OF SUBMISSIONS (CONT'D)

A notice of preparation of the amendment appeared in the Victorian Government Gazette on 2 May 2013. Notices were also advertised in the Geelong Independent on 26 April 2013 and the Geelong Advertiser on 27 April 2013.

Letters and notices were sent to relevant State Government Departments, statutory authorities and to directly affected landowners on 25 April 2013.

Discussion

The exhibition resulted in a total of two submissions. Subject to the Minister for Planning appointing an Independent Panel to hear all submissions, the issues and responses discussed below will form the basis of Council's submission to the Panel Hearing.

1. APA GasNet Australia (Operations)

APA lodged a submission stating that they own and operate a high-pressure gas transmission pipeline (the Iona to Lara Pipeline) located within the Amendment C290 land. The pipeline is located within a 20 metre wide easement running north-south though the western portion of 180 Patullos Road.

APA made no objection but requested that Council liaises with them prior to works being undertaken to upgrade the road intersection.

Officer response

The submission is noted. The Amendment seeks to reserve land for acquisition and any future road works are subject to a separate approvals process.

2. Private landowner, 180 Patullos Road

A submission was received from Whyte, Just & Moore Lawyers acting on behalf of the landowners of 180 Patullos Road. The Amendment proposes to apply the PAO4 to 0.56 hectares of the western portion of the property (note aerial map at **Appendix 4**).

The submission is supported by a traffic engineering assessment by GHD Pty Ltd. The GHD assessment in summary states that: *'the proposed signalised intersection configuration will provide the best engineering outcome for the network'* (this is referring to the exhibited intersection design). The assessment then goes on to summarise potential options for further investigation.

In the submission, after reviewing the GHD assessment, the submitter proposes the 'five-leg' intersection design, as it would consolidate the Patullos/ Elcho/ O'Hallorans Road junctions and would have a layout similar to Kew junction. The submission includes a rough sketch to demonstrate the preferred design (see **Appendix 5**).

The submission states that this design would also significantly reduce the total land acquisition requirement (to the land at 180 Patullos Road) and spread the burden of land acquisition more evenly and equitably across the affected land owners.

Officer response

Following receiving the submission, advice was sought from VicRoads about the proposed alternative intersection design. VicRoads advise that although the 'five-leg' option can be built to accommodate traffic, it would be an inefficient, restrictive intersection with very long delays for vehicles. The intersection would be seen as a barrier by cyclists and pedestrians due to road pavement widths.

**1. AMENDMENT C290 PUBLIC ACQUISITION OVERLAY: PATULLOS/
ELCHO/ O'HALLORANS ROAD INTERSECTION LARA - CONSIDERATION
OF SUBMISSIONS (CONT'D)**

VicRoads also advise that given the very wide road pavement area required, it is potentially an unsafe intersection.

Review of the submission and VicRoads advice was then undertaken by Council's traffic engineer. Council's traffic engineer does not support the 'five-leg' option and advises that the exhibited four-leg signalised intersection is the best engineering design for this intersection.

Council's traffic engineer further comments that in the context of the Lara West Growth Area and the Lara Township in general, Patullos Road (i.e. east of the intersection) and Elcho Road will eventually become the main east-west arterial road through Lara. Patullos Road (i.e. west of the intersection) will function as a collector road and include a number of traffic management devices to discourage through traffic and control speeds. The 'five-leg' option is at odds with the planned road network.

A copy of the memo from Council's traffic engineer is at **Appendix 6**.

Having considered the advice from VicRoads and Council's traffic engineer, officers are not in a position to support the 'five-leg' option. The exhibited intersection design is considered to be the best solution to manage the expected increase in traffic volumes over time and allow for safe passage by cyclists and pedestrians.

Furthermore, the alternative road intersection design has not been supported by any technical analysis to justify its equal or superior ability to accommodate the foreseen traffic demand once the growth area has been delivered. Without any technical analysis, it is difficult for Council to comprehensively assess the benefits of the proposed alternative scheme.

While it is acknowledged the impact (i.e. loss of land) is disproportionately burdened on the submitter, officers are conscious of the fact that the area to be applied with the PAO4 is not developed with any buildings or used for outdoor living/recreational purposes in association with the existing dwelling – refer to the aerial map at Appendix 4. The dwelling is sited approximately 80 metres west of the land proposed to be acquired which will provide a suitable buffer distance from the new intersection.

The existence of the APA gas transmission pipeline and easement through the western portion of the property also means that it is highly unlikely that the land could be developed with buildings into the future.

The Lara West Development Contributions Plan includes an indicative trigger for the land acquisition: *"1,000 dwellings occupied within the Main Catchment Area or when development commences within the vicinity of the intersection"*. Assuming a take-up of 200 lots per year (approximate average within growth areas) with construction to commence in 2015, the 1,000 dwelling threshold would be reached in 2020-21. In the meantime, the landowner can continue using the land for amenity purposes or low-scale animal grazing. The landowner will be compensated at the time of acquisition in accordance with the *Land Acquisition and Compensation Act 1986*.

Environmental Implications

There are no environmental implications as a result of the amendment.

**1. AMENDMENT C290 PUBLIC ACQUISITION OVERLAY: PATULLOS/
ELCHO/ O'HALLORANS ROAD INTERSECTION LARA - CONSIDERATION
OF SUBMISSIONS (CONT'D)**

Financial Implications

The Lara West Development Contributions Plan (DCP) includes the cost of the land to be acquired by the Council for the intersection upgrade. The cost for the land will be collected from developers in the Main Catchment Area.

DCP Infrastructure Item DI_LA_3/4/5 Intersection – O'Hallorans Rd/ Patullos Rd/ Elcho Rd – land acquisition, has established a project cost of \$113,200 to acquire the land. The project cost is expressed in July 2012 dollars and is based on a land valuation undertaken in 2012 (Bertacco Ferrier 16/10/2012). When the Council formally engages in the land acquisition process i.e. the process of purchasing the land, the affected area will be re-valued to provide an updated cost for the land.

The DCP funds only cover the value of the land to be acquired. Associated costs such as legal fees, conveyance fees etc. are not included in the DCP project cost. Council has been advised by its DCP consultants that legal costs cannot be included when preparing a DCP.

Policy/Legal/Statutory Implications

The Amendment is considered to be consistent with the State Planning Policy Framework. Clause 19 states that growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision of infrastructure, including the setting aside of land for the construction of future transport routes. The clause also identifies the use of Development Contributions Plans to manage contributions towards infrastructure.

Clause 45.01 Public Acquisition Overlay forms part of the Victoria Planning Provisions. The purpose of this clause is to identify land which is proposed to be acquired by a Minister, public authority or municipal council and to reserve land for a public purpose.

Council, in its role as the planning authority, is bound by the provisions of the *Land Acquisition and Compensation Act* 1986 in its pursuit of land for the above purpose.

Alignment to City Plan

The Amendment supports the 'Growing our Economy' and 'Sustainable Built and Natural Environment' strategic directions of City Plan. The land to be acquired will facilitate an improved road intersection to accommodate the long term residential growth of Lara.

Officer Direct or Indirect Interest

No Council officer involved in the report has any direct or indirect interest, in accordance with Section 80(c) of the Local Government Act.

Risk Assessment

There are no notable risks associated with implementing the recommendation contained in this report.

**1. AMENDMENT C290 PUBLIC ACQUISITION OVERLAY: PATULLOS/
ELCHO/ O'HALLORANS ROAD INTERSECTION LARA - CONSIDERATION
OF SUBMISSIONS (CONT'D)**

Social Considerations

The Amendment is an important step in the long term redevelopment of the Patullos/ Elcho/ O'Hallorans Road intersection to cater for the predicted increase in traffic volumes and to provide safe and functional use by pedestrians and cyclists.

Human Rights Charter

The Amendment will not impact on any basic rights, freedoms and responsibilities as set out in the Charter. Planning legislation ensures an open community consultation process occurs, enabling people to freely express their views and if necessary obtain a fair hearing before an Independent Panel.

Consultation and Communication

The Amendment was exhibited in accordance with the provisions of the *Planning and Environment Act* 1987. Planning Panels Victoria will notify all submitters of the Panel dates and invite requests to be heard at the Panel Hearing.

It is noted that on 15 August 2012 Council officers wrote to the directly affected landowners about the Lara West Growth Area (Amendment C246), informing them that:

"...Integral to the development is the design of a safe and appropriate road network. Attached is the proposed Road Hierarchy and concept layout for the Patullos / Elcho / O'Hallorans Road intersection. Part of ... is identified for this intersection. The plan does not impose any costs on you however the plan reflects what the future use of the land is likely to be.

The planning tool used to identify and acquire the land is a Public Acquisition Overlay (PAO). The timing for construction of this intersection is yet to be determined which will influence when the PAO is to be applied. It will be the responsibility of Council to apply the PAO and buy the land."

Following discussions with the landowners of 180 Patullos Road, Council agreed to provide financial assistance for legal and engineering advice in relation to amendments C246 and C290. A meeting was held between Council officers and the landowners and their representatives on 12 June 2013 to further address their concerns.

Officers wrote to the landowners of 180 Patullos Road on 5 November 2013 informing them that after considering the GHD assessment, and VicRoads and Council's traffic engineer's advice, the proposed alternative intersection design was not supported. The letter advised that a report would be prepared for a Council Meeting in early 2014, seeking a resolution to refer the submission to an Independent Planning Panel. An offer to meet again with the landowners was declined as they prefer to raise their concerns directly at the Panel Hearing.

The submitter was notified in writing prior to this Council Meeting to alert them of the consideration and recommendation of the Amendment.

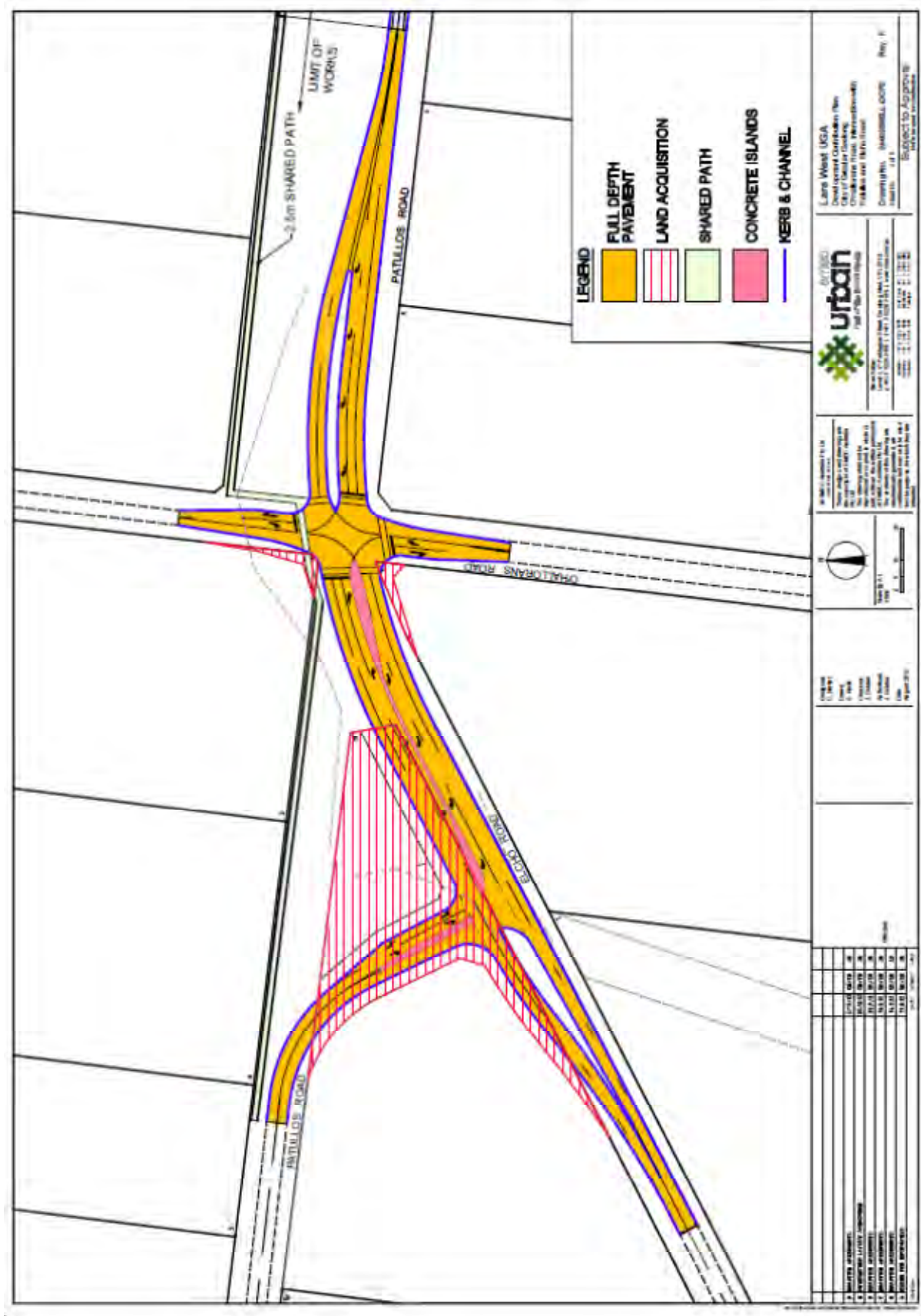
Council officers also held personal discussions with the three directly affected landowners prior to the exhibition of Amendment C290.

Appendix 1 - Amendment C246 Lara West Precinct Structure Plan

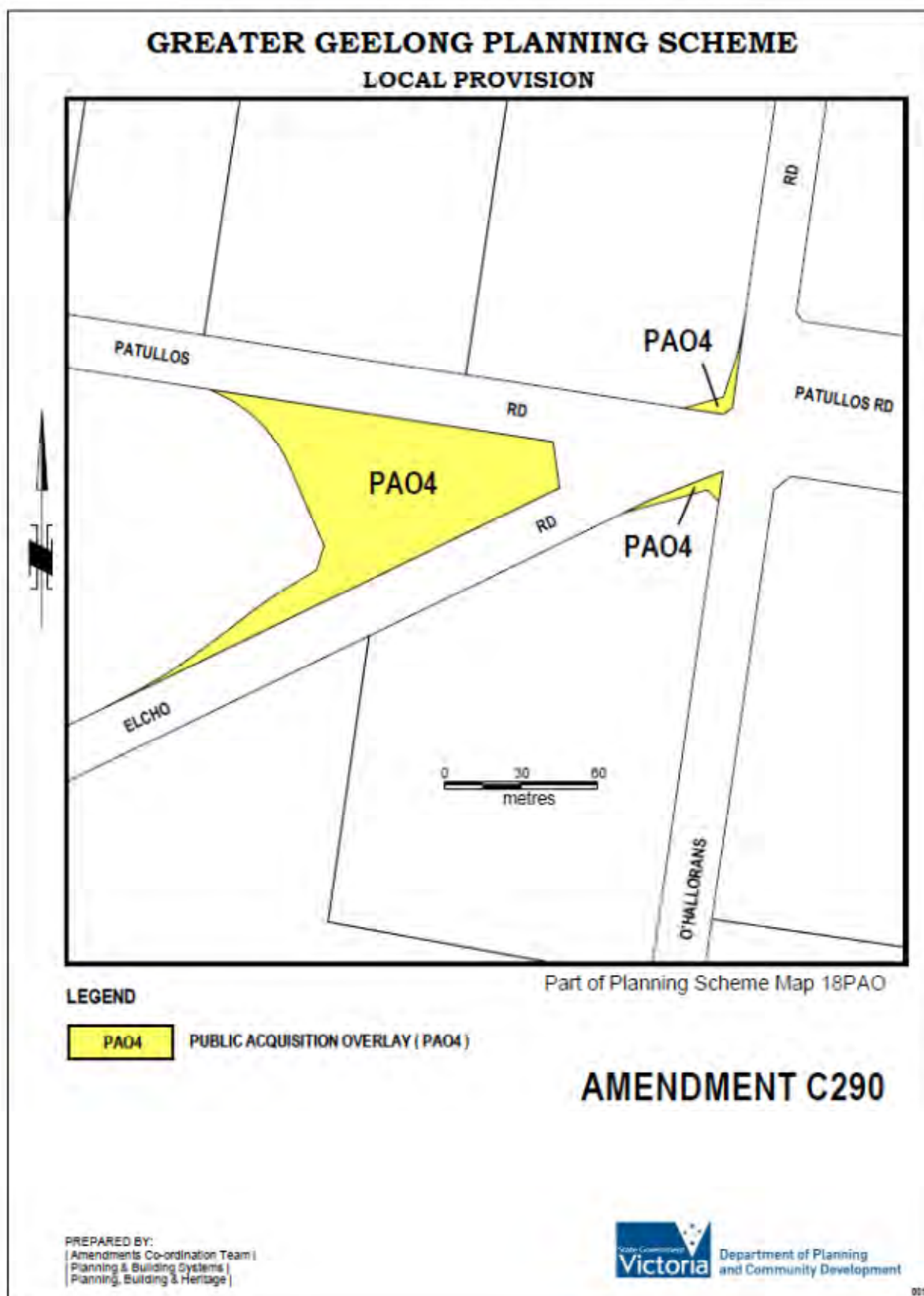
Plan 5: Future Urban Structure



Appendix 2 - Intersection design, Lara West Development Contributions Plan



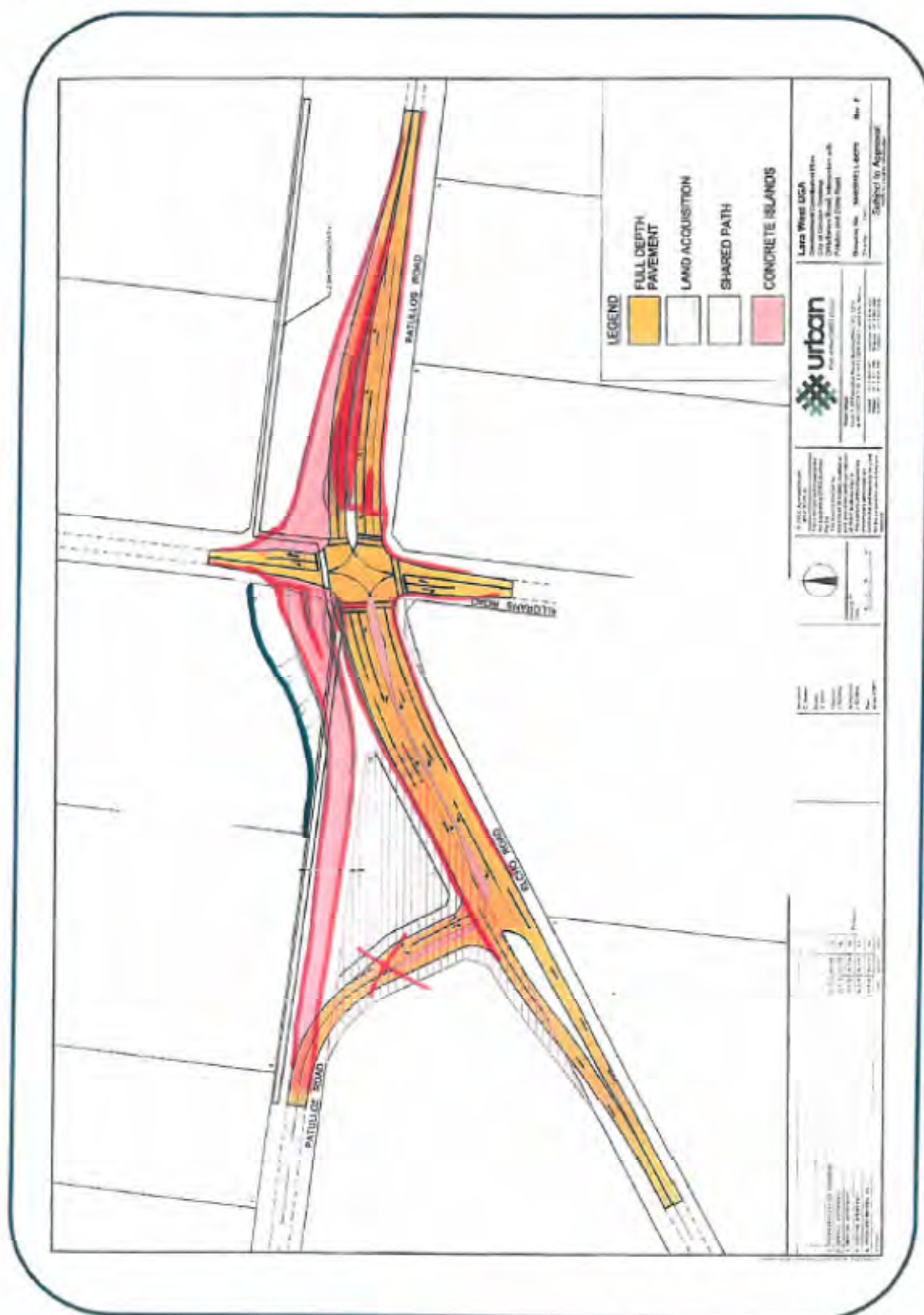
Appendix 3 - Public Acquisition Overlay 4



Appendix 4 - Aerial map of 180 Patullos Road



Appendix 5 - Alternative intersection design



Appendix 6 - Council traffic engineer comments

I refer to your email requesting a response to the proposed 'five-leg option' associated with the intersection treatment at the complex intersection of Elcho Rd/Patullos Rd/O'Hallorans Rd, Lara.

In the context of the Lara West growth area and the Lara township in general, Patullos Rd (i.e. east of the intersection) and Elcho Rd will eventually become the main east-west arterial road through Lara.

Patullos Rd (i.e. west of the intersection) will form the southern boundary of the Lara West growth area, and its road hierarchy is to be that of a collector road carrying in the order of 2500 – 5000 vehicles per day. The road will have direct residential lot frontages along its north side, with a number of intersecting roads such as local streets (300 – 600 vehicles per day) and lower order collector roads (1500 – 3000 vehicles per day).

It is intended to implement a number of traffic management devices along the road (e.g. T intersection roundabouts) at intersections with lower order collector roads to discourage through traffic (especially trucks) and control speeds.

O'Hallorans Rd to the north of the intersection will act as a higher order collector road to be the main connection between the Elcho Rd/Patullos Rd arterial and the main east-west collector road through the Lara West growth area and the Manzeene Av precinct.

O'Hallorans Rd to the south of the intersection may, in time, also act as a lower order collector road, as it has a connection to the Grand Lakes Estate.

Intersection Options

The original option of how to address the five-leg intersection was by constructing two roundabouts. This treatment was not supported, as it was contrary to VicRoads' guidelines for intersections for arterial and collector roads (assuming Elcho Rd and Patullos Rd east will be an arterial road and fall under VicRoads' management), and did not address safe options for cyclists or pedestrians.

A signalised option was considered the best option; this involves a four-leg intersection of Elcho Rd/Patullos Rd and O'Hallorans Rd. Patullos Rd west was to be diverted to the west of the intersection and form an unsignalised T intersection. This option would require some land acquisition at No. 180 Patullos Rd.

On both approaches and departure sides of Elcho Rd and Patullos Rd east, a divided carriageway was required to enhance traffic safety on the curve, provide additional through and right turning lanes, provide for a pedestrian refuge and to provide a storage area for traffic signal hardware and lighting.

The owner of 180 Patullos Rd has engaged a solicitor on their behalf to put forward a new option where the signalised intersection remains, however Patullos Rd west forms a fifth leg to the intersection (in their words, a similar layout that exists at Kew Junction in Melbourne).

Five-leg Option

The five-leg option as proposed the solicitor has a number of negative impacts:

- An additional 'through' lane will have to be created for traffic wishing to enter Patullos Rd west. Confusion among road users could eventuate as to which lane they are supposed to be in.
- The east bound carriageway will have to be shifted further to the north, resulting in more pavement, runoff, and costs.
- The signal phase becomes more complex, where a longer cycle time will result in longer queues.
- It encourages the use of Patullos Rd west as a higher category of road above what Council

wants it to operate as.

- Safe pedestrian and cyclist movements will be compromised.
- Additional land at the north-west corner of the intersection must be acquired.

Four-leg signalised intersection (as exhibited)

The four-leg signalised intersection, as exhibited, is the best engineering design for this intersection. The benefits include:

- Provides full control for all turning movements, and all through lanes have good continuity through the curve in the road.
- The functional layout of the intersection will be clear and won't present any confusion among road users as to which lane they need to be in for all turning movements.
- Emphasize Elcho Rd/Patullos Rd east as the main east-west arterial road, and O'Hallorans Rd as the main north-south collector road to access the Lara West growth area and Manzeene Av precinct.
- Downplays the importance of Patullos Rd west as a parallel east-west collector road to the main Lara West collector road.
- Allows adequate distance between the signalised intersection and the Patullos Rd intersection so that traffic queues do not block the intersection, and an adequate deceleration lane can be provided on the east approach to Patullos Rd west.
- Allows for controlled pedestrian crossings, and enhances cyclist's safety.

I hope these comments will help you frame Council's position on the preferred intersection design that will serve the Lara West area well and will be of benefit to all road users.

2. AMENDMENT C299: 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE – CONSIDERATION OF SUBMISSIONS

Portfolio:	Planning – Cr Heagney
Source	Planning & Tourism
General Manager:	Peter Bettess
Index Reference	Application C299

Purpose

The purpose of this report is to enable Council to consider submissions made as a result of exhibition of Amendment C299 which proposes the rezoning of the ex-netball courts in Draper Street & Asbury Street East, Ocean Grove.

Summary

- Amendment C299 proposes the rezoning of 4 Council owned residential properties situated at 77 – 79 Draper Street and 128 – 130 Asbury Street East, Ocean Grove from Public Park and Recreation zone to General Residential zone. It is also proposed to extend the Design and Development Overlay (DDO14) over the land to be rezoned.
- These properties have been utilised for netball courts and a small clubroom which are no longer required following the construction of a new facility at the Shell Road Recreation Reserve. Each lot has an area of approximately 807 sq metres.
- Following the rezoning of land the Council intends to offer the land for sale as it is no longer required for recreational purposes. There is ample other land currently available for open space usage in the immediate area.
- Amendment C299 was placed on public exhibition from 31 October 2013 to 2 December 2013. A total of 18 submissions have been received of which 4 either support or offer no objection and 14 which object to the amendment.
- The three supporting submissions argue that the land is very suitable to provide for future residential development for people with a disability which will be a benefit to the Ocean Grove Community.
- Objecting submitters consider there has been inadequate community consultation and that with the continuing growth of the town the land should be retained for future recreational and/or community use.
- The issues raised in the submissions have been addressed in this report and it is recommended all submissions be referred to an Independent Panel appointed by the Minister for Planning.

Cr Heagney moved, Cr Farrell seconded -

That Council having considered all submissions to Amendment C299 to the Greater Geelong Planning Scheme, resolves to:

- 1) request the Minister for Planning to appoint an Independent Panel under Part 8 of the Planning and Environment Act 1987;**
- 2) refer all submissions to the Panel; and**
- 3) submit to the Panel its response to the submissions generally as outlined in this report.**

Carried.

2. AMENDMENT C299: 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE – CONSIDERATION OF SUBMISSIONS (CONT'D)

Background

Council is the proponent for Amendment C299 which seeks to rezone 4 residential properties situated at 77 - 79 Draper Street & 128 – 130 Asbury Street, Ocean Grove from Public Park and Recreation zone to Residential 1 zone. It is also proposed to extend Design and Development Overlay 14 (the 7.5 metres permit height trigger) over the land to be rezoned.

For many years these properties have been used for recreational purposes and are occupied by netball courts and a small clubrooms. The courts have protective mesh fencing on 3 sides and six pole mounted lights. Each of the 4 separately Titled lots is approximately 807 sq metres (total area 3228 sq metres).

As a result of the construction of the new netball facility at the Shell Road Recreation facility the old courts are no longer required. Following the rezoning of this land it is Council's intention that it be sold. (Item 4, Council Minutes of meeting 27 August 2013).

The Council has given public notice of its intention to sell the land pursuant to Section 189 of the Local Government Act. One submission has been received which will be heard by the Submissions Hearing Panel followed by a report to Council.

Appendix 1 shows the land subject of the rezoning application and existing zonings.

Appendix 2 shows the subject land and the surrounding area which is predominantly used for residential purposes other than the substantial Memorial Reserve (2.4ha) located on the south side of Draper Street opposite the subject land.

In considering whether to pursue this rezoning proposal, Council had regard to whether or not this immediate area would be adequately served with local open space. In this case, it is considered there is no shortage of open space in the immediate area with residents having easy access to:

- Memorial Park (2.4ha) containing an oval and surrounding parkland, opposite the subject land.
- Arthur Powell Reserve (7000 sq m) containing tennis courts and surrounding parkland, approximately 100 metres to the east of the subject land.

The rezoning proposal is consistent with the Ocean Grove Sporting Infrastructure Plan dated May 2010 which proactively plans for the formal outdoor sporting needs of current and future residents of Ocean Grove, with particular emphasis on the town's major active recreation reserves i.e. Shell Road, Collendina and Memorial Reserves.

As part of the background research, this report notes (page 17) that the Bellarine Peninsula Recreation and Leisure Needs Study 2005 refers to selling the old netball courts following their relocation to Shell Road to help offset the costs of the new facility developments. The Infrastructure Plan (page 34) also makes reference to the inadequate facilities and amenities at the existing site and the constraint on further development being wedged between residential properties.

2. AMENDMENT C299: 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE – CONSIDERATION OF SUBMISSIONS (CONT'D)

Discussion

Amendment C299 was placed on public exhibition between 31 October 2013 and 2 December 2013. Notices were placed in the Geelong Advertiser, Independent and Ocean Grove Voice and sent to all nearby owners and occupiers and all relevant public authorities.

As a result of the exhibition of the Amendment the Council received a total of 18 submissions. Of these, 4 either supported the Amendment or offered no objection and 14 objected to the Amendment.

Appendix 3 is a schedule which summarises all submissions received.

The following section of this report outlines the major issues raised in the submissions followed by the officers response to them.

Supporting Submissions

Karingal and two other submitters support the Amendment on the basis that the subject land provides a very suitable site to establish residential accommodation for people with a disability, thus enabling the land to continue to be used to benefit the Ocean Grove community.

Karingal is a community service organisation based in Geelong which offers a range of housing and support options to people with a disability in the Barwon region. It advises there are currently no such long-term housing options on the Bellarine Peninsula.

Officer Response

The Council has given notice of intention to sell the land under Section 189 of the Local Government Act and one submission has been received which, following a hearing, will be considered in a report to Council on the same agenda as a report relating to Amendment C299 panel hearing outcome. Subject to the land being rezoned the Council will decide on the method of sale either being through a public process or directly to a purchaser.

From a planning viewpoint, as pointed out by Karingal and other supporting submitters, the subject land appears to be ideal for disabled housing because:

- It is centrally located and close to shops, public transport and other community services.
- The site is relatively flat.
- It is located in an established residential area.

Objecting Submissions

All objecting submitters oppose the rezoning on the grounds that Council should retain the land for use either as open space or community purposes. Many consider the increase in housing density which has and is likely to continue to occur in "old" Ocean Grove warrants the retention of all existing open space and that, once lost, it is gone forever.

Many objecting submitters consider there has been inadequate local community consultation on this matter and request that the amendment be abandoned and the future use of the Council owned site be further discussed with nearby residents.

These submissions are further detailed in Appendix 3.

2. AMENDMENT C299: 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE – CONSIDERATION OF SUBMISSIONS (CONT'D)

Officer Response

The Council has undertaken comprehensive strategic recreational planning studies of the Bellarine Peninsula and the Ocean Grove township being the Bellarine Peninsula Recreation and Leisure Needs Study 2005 and the Ocean Grove Sporting Infrastructure Plan dated May 2010.

The former study notes that “overall, Ocean Grove is well serviced by a range of recreational options, ranging from formal sporting clubs, indoor facilities, community centres, library, foreshore, river and conservation areas”. As some submitters have pointed out, it notes “distinct gaps in certain categories including Landscape & Amenity, Linear Link and to a lesser extent, Informal Park.” (page 55). This Study makes a wide range of detailed recommendations, one of which is particularly relevant to the current rezoning proposal (page 57), as follows:

“8. The current Ocean Grove Netball facilities (Draper Street) are in fairly poor condition and lack necessary support facilities such as female toilet, shower and change rooms. Therefore, the Netball Club should relocate to the new facilities proposed as part of the Shell Road Reserve development including use of three new netball courts and access to the new pavilion. Opportunities to sell the existing Draper Street site could be explored to help fund the development of new facilities.

The Council acted in accordance with the recommendations contained within these two reports in determining that the land is no longer required for recreational purposes. With the existence of Memorial Park and Arthur Powell Reserve (referred to earlier in this report) in the immediate locality, it would be expected that they would very adequately satisfy local recreational requirements of neighbourhood residents. In particular, the Memorial Reserve Masterplan indicates that this parkland will be retained and enhanced as an important active reserve, primarily catering for junior sport, with improved community open space access.

Both of the strategic documents referred to above were subject of a community consultation process. The current sale and rezoning process have been subject to community notification processes pursuant to the Local Government Act and Planning and Environment Act respectively. The views of some nearby residents have been conveyed to the Council as outlined in this report and at this stage there appears little to be gained by embarking on further consultation as requested by some submitters.

Whilst all of the objecting submitters have clearly indicated their strong preference for Council to retain these properties for open space/community purposes, there is no suggestion that as an alternative use the site is in any way unsuitable for residential development.

Environmental Implications

The proposed rezoning has no environmental implications.

2. AMENDMENT C299: 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE – CONSIDERATION OF SUBMISSIONS (CONT'D)

Financial Implications

The proposed rezoning provides a positive financial outcome for Council in that it will enable it to sell land no longer required for recreational purposes.

Expenditure: Development of the land for residential purposes will not require any Council expenditure.

Policy/Legal/Statutory Implications

Under the Local Government Best Practice Guideline for the Sale and Exchange of Land, the Council is required to ensure that “....prior to being offered for sale, property should be appropriately zoned. This will ensure that the ultimate use of the land is determined by that zone and the highest possible sale price is achieved.”

The proposed amendment is not inconsistent with any State or Council planning policies. To the extent which these policies advocate the benefits of urban consolidation, this amendment will enable infill development to occur in a location which excellent accessibility to all urban facilities and services.

Alignment to City Plan

This proposal is consistent with the Community Wellbeing strategies of City Plan which are directed at delivering a network of open space and sporting facilities to keep people active. It is consistent with the Municipal Strategic Statement and Bellarine Peninsula Strategic Plan which are listed strategies in delivering community wellbeing priorities.

Officer Direct or Indirect Interest

No Council Officers have any direct or indirect interest, in accordance with Section 80 (c) of the Local Government Act to which this Amendment relates.

Risk Assessment

No risks have been identified regarding the rezoning of this land.

Social Considerations

There is ample existing remaining recreational land in the immediate neighbourhood to meet the requirements of surrounding residents.

The site is well located for infill residential development with good accessibility to the town's community and commercial facilities and services.

Human Rights Charter

The proposal does not impact on any human rights and responsibilities set out in the Charter. Planning legislation ensures an open community consultation process occurs enabling people to freely express their views and if necessary obtain a fair hearing before an Independent Panel.

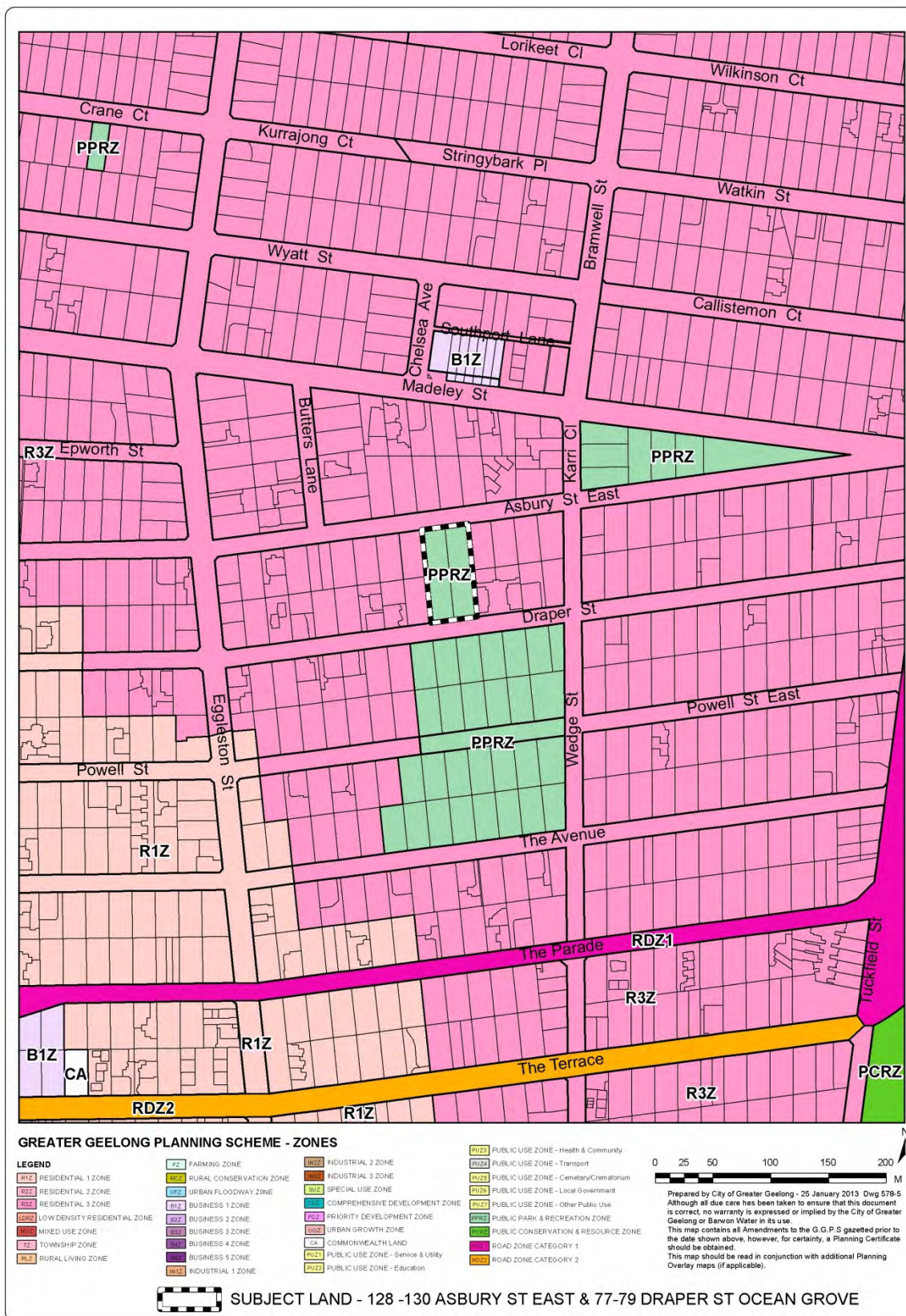
2. AMENDMENT C299: 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE – CONSIDERATION OF SUBMISSIONS (CONT'D)

Consultation and Communication

The Amendment has been exhibited in accordance with the provisions of the Planning and Environment Act to provide for full public comment. As part of this process direct written notification was provided to all adjoining and nearby property owners potentially affected by the Amendment.

If Council accepts the recommendation contained in this report all submitters will be provided with an opportunity to appear before an Independent Panel appointed by the Minister for Planning.

Appendix 1 Existing Zones



Appendix 2 – Aerial Photo



Summary of Submissions for Amendment No C299

No	Name	Address	Suburb	Summary of Submission
1	Barwon Water	P O Box 659	GEELONG VIC 3220	NO OBJECTION: . Water supply and sewerage services are available to the land.
2	S & D Dimech	5 Butters Lane	OCEAN GROVE VIC 3226	OBJECTS:. Rezoning is premature prior to further community consultation to explore the opportunities for future Council and/or community uses. Local Community and sporting organizations have expressed an interest in this land. Once rezoned, land lost forever to the community.
3.	L Drent	59a Field Street North	OCEAN GROVE VIC 3226	SUPPORTS the rezoning on condition that a portion of the land is set aside for community housing for people with a disability. There is insufficient housing opportunities for people with a disability in Ocean Grove and this form of accommodation is unlikely to be provided by developers. Adequate active and passive open space is available and no need for more conventional dwellings on what was public land.
4.	E & S Hardie	1/133 Asbury Street East	OCEAN GROVE VIC 3226	OBJECTS. Council should abandon its premature and ill-conceived rezoning proposal which is fundamentally flawed in that Council has failed to engage with the community to explore opportunities for future community uses and requirements. The site is ideal for future community use particularly having regard to the projected population growth of the town and increasing housing densities in "old" Ocean Grove. Best practice urban design is to enhance community open space assets rather than selling them off in a short-term revenue raising process. Consider the rezoning is inconsistent with Council's Bellarine Peninsula Recreation and Leisure Needs Study which identifies certain gaps in some categories of open space. Retention would also maintain pedestrian link to Memorial Park.

5.	Karingal	P O Box 558	BELMONT VIC 3214	SUPPORTS rezoning to provide a site for a residence for people with a disability which will enable the land to continue to be used to benefit the Ocean Grove community. The site is ideal for this use because it is flat and close to shops, community services and public transport. Karingal offers housing and other support options for 83 people with a disability or mental illness who live on the Bellarine Peninsula but there are no available long-term housing options on the Peninsula. There is an urgent need for such accommodation which is likely to further increase with the launch of the National Disability Insurance Scheme. The Submission also provides an overview of implementation and potential funding options for such a project.
6.	B Leatham & S Dreise	31 Asbury Street	OCEAN GROVE VIC 3226	OBJECT. Significant community asset will be lost forever by rezoning. Increase in population heightens need for open space. The true value of such spaces (social, economic, environmental) needed to be assessed. Foresight needs to preserve this asset. The land currently provides an access to Memorial Park and elsewhere and is used for informal ball sports, as a safe place for young children to ride bikes and generally be active. Retention as parkland would assist in overcoming deficiencies in open space identified in the Bellarine Peninsula Recreation and Leisure Needs Study. Inconsistent with best practice urban design principles and undertaken without full and proper local community consultation.
7.	B Peterson & K McGough	126 Asbury Street	OCEAN GROVE VIC 3226	OBJECTS. Same as Submission 4.
8	Dr M T Pierce	132 Asbury Street	OCEAN GROVE VIC 3226	OBJECTS. Same as Submission 4.
9.	G Plant	1/71 Draper Street	OCEAN GROVE VIC 3226	OBJECTS. Same as Submission 4.

10	R Raselli	125 Asbury Street	OCEAN GROVE VIC 3226	OBJECTS. Concerned the Council has not considered alternative use for this land or consulted with the local community about this matter. Lessons of Ingamels experience should not be forgotten. Green space is essential for community's health and will be particularly important in "old" Ocean Grove where housing densities are increasing. The site is still used by youngsters for various ball games and skateboarding. Great opportunity to develop the land for passive recreation use as nearby parks are geared towards organized sport. Requests Council to reject rezoning and engage with the community about the future use of the land.
11.	D & J Shepherd	59 Draper Street	OCEAN GROVE VIC 3226	OBJECTS. Same as Submission 4.
12	S. Tayler	14 Lakeview Drive	OCEAN GROVE VIC 3226	OBJECTS: Extremely difficult and expensive for Council to purchase public land so it should retain what it has. So few parks and reserves in Ocean Grove. Land is used as a walkway which could be developed as an extension to Memorial Park. Good opportunity to plant trees.
13.	S Thomas	40 Lelean Street	OCEAN GROVE VIC 3226	SUPPORTS rezoning on the condition that part of the land is allocated for community use in the form of housing for people with disabilities. There are many young people with a disability living with their aged parents in Ocean Grove. They have strong connections and networks in the local community but there are no existing places for people with a disability to live on the Bellarine Peninsula. This land is flat, ideally located to shops, public transport and services for such use. Believes Council should consider freeing up this land for supported accommodation for people with disabilities.
14.	H Timbury	5 Cruickshank Avenue	OCEAN GROVE VIC 3226	OBJECTS: Council lacks understanding of the community's park and recreation needs and has a record of selling recreational assets to fund other projects. Land should be retained as a passive park use. Open Space is lacking in Ocean Grove – parks are more important than ever with higher densities. Greed for rates and selling parks is poor Council management.
15	R Wells	74 Draper Street	OCEAN GROVE VIC 3226	OBJECTS. Requests Council to cease rezoning process and consult with the Local Community. This is a valuable local Open Space which should be able to be enjoyed by future generations. Please consider other options.

16	W Cover	P O Box 222	OCEAN GROVE VIC 3226	OBJECTS: Outraged that Council deems the land no longer required for recreation. With growing population it should be retained for future recreational needs. Acknowledges nearby parkland but this site can still be utilized for recreation, particularly with higher density development now occurring.
17	C Doyle	cindyidoye@bigpond.com.au		OBJECTS: Same as Submission 4.
18	M Nutting	3 Kurrajong Court	OCEAN GROVE VIC 3226	OBJECTS: Commercial Option to sell courts not in community's interest. Nearby tennis club unable to cope with demand. Alternatively the site could be used for communal space by community groups. Community should assist to rejuvenate the area which could incorporate historic connection to the netball club. Urges Council not to leave a legacy of medium density housing on a site with many fond memories.

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS

Portfolio:	Planning - Cr Heagney
Source	Planning and Tourism – City Development
General Manager:	Peter Bettess
Index Reference	Application C296

Purpose

The purpose of this Council report is to consider submissions to Amendment C296 to the Greater Geelong Planning Scheme and refer the submissions to an Independent Panel for review.

Summary

- Amendment C296 is a Council initiated Planning Scheme Amendment.
- The amendment proposes to amend the schedule to the Public Park and Recreation Zone (clause 36_02s) to identify the applicable advertising sign Category for Simonds Stadium as Category 2.
- The amendment has been prepared to enable consideration of a planning permit application for the display of promotion and/or major promotion advertising signage at Simonds Stadium Kardinia Park. This includes the ability to apply for a permit to display promotion advertising signs on the Simonds Stadium light towers.
- At its meeting of 11 December 2012, Council resolved to exhibit the amendment, subject to authorisation from the Minister for Planning. Authorisation was received on 27 May 2013.
- Exhibition of the amendment occurred between 5 September and 7 October 2013.
- Council has received 7 written submissions, comprising 4 letters of objection from residents, 1 from a sporting organisation seeking involvement in the design and placement of advertising and 2 letters from service authorities raising no objection.
- The main issue raised in objecting submissions is the negative impact of signage on the light towers.
- In accordance with the Planning and Environment Act 1987, Council must now either: change the Amendment in the manner requested by the objecting submissions; refer submissions to an Independent Panel appointed by the Minister for Planning; or abandon the Amendment or part of the Amendment.
- Council officers have considered all submissions and recommend changes to the exhibited amendment to allow for the placement of any advertising on the light towers only up to 20 metres above natural ground level. This will keep signage generally below the height of the roof line of the higher stands around Kardinia Park.
- This report addresses the issues raised in the submissions and recommends they be referred to an Independent Panel appointed by the Minister for Planning.

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS (CONT'D)

Cr Heagney moved, Cr Harwood seconded -

That Council having considered all submissions to Amendment C296 to the Greater Geelong Planning Scheme, resolves to:

- 1) change the exhibited schedule to the PPRZ to describe the land that is subject to Advertising Sign Category 2 as the land “up to a height of 20 metres above natural ground level...” as shown in Appendix 2;**
- 2) request the Minister for Planning to appoint an Independent Panel under Part 8 of the Planning and Environment Act 1987;**
- 3) refer to all submissions to the Panel;**
- 4) submit to the Panel its response to the submissions generally as outlined in this report.**

Carried.

Background

Simonds Stadium, Kardinia Park is a significant Geelong asset with the capacity to seat approximately 33,500 patrons for AFL and other sporting/entertainment/community events and uses. The installation of light towers at the Stadium is expected to facilitate increased usage by a wide variety of sports/outdoor activities.

Council seeks to generate revenue from the installation of signage on the light towers to meet the costs of providing electricity capacity for the light towers.

The Public Park and Recreation Zone applying to Simonds Stadium, Kardinia Park prohibits the display of promotion and major promotion signs, as advertising signage requirements are in the default Category 4 – Sensitive areas.

The exhibited amendment proposes to amend the advertising signage category applicable to Simonds Stadium Kardinia Park to facilitate the display of promotional signage at the Stadium, which would otherwise be prohibited under the advertising controls of clause 52.05. This change will allow Council discretion to consider a planning permit application for the display of promotion and major promotion signs at this major Geelong sporting/entertainment venue, including on the light towers.

Discussion

At the conclusion of the formal exhibition period of Amendment C296, seven submissions were received. The submissions received can be categorised as follows:

- 4 written submissions objecting to the proposal. Objections raised issues in relation to impacts on visual amenity of the city, impact on road safety, opposition to any more changes at Kardinia Park and dispute about the operational costs of the light towers and need for advertising.
- 1 written submission from Kardinia Park based sporting club seeking involvement in the location and design of advertising signs to ensure it does not interfere with sight lines for cricketers.
- 2 submissions from Government agencies with no objections.

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS (CONT'D)

Pursuant to the Planning and Environment Act 1987, the Council is required to consider all submissions made to an Amendment and must:

- Change the Amendment as requested by the submissions; or
- Refer the submissions to an Independent Panel appointed by the Minister for planning; or
- Abandon the Amendment, or part of the Amendment.

Appendix 1 contains a schedule providing a summary of the submissions and officer recommended responses.

Subject to the Minister for Planning appointing an Independent Panel to hear all submissions, the themes discussed below, in addition to the responses provided in Appendix 1, will form the basis of Council's submission to the Panel Hearing. A summary of the issues is outlined below:

Issue - Impact on visual amenity

Submitters have expressed their objection to the installation of signage on the Simonds Stadium light towers. Submitters have identified that the towers are elegant, an icon for the City and considered to be more or less a piece of art. Sponsorship on them will only detract from their aesthetic appeal and create an unsightly eyesore in the form of advertising in the heart of Geelong.

Officer comment

The light towers have made an impact on the skyline of the City with their elegant, slender design and profile. Compared with other stadium around Australia, the towers themselves are a design feature and not just a functional element for the Stadium.

The light towers have an elegant design and are very visible as opposed to trying to reduce their visual impact. They can be seen from many vantage points across the City but they have been reasonably well accepted because of their simple and clean but strong design.

The submissions seem to echo the sentiment of many in the community that have embraced the upgrades to the football ground to improve amenities for patrons and attractiveness for future and varied users in the future

The placement of advertising on them is a difficult task if Council does not wish to destroy these qualities. Some of the issues for Council to consider are height of signage, how the signage reads in the context of the light tower design, the area on the light towers that is available for signage and who the signage is directed towards.

As the purpose of Amendment C296 is to amend the Planning Scheme to allow for a planning permit application to be made for promotion/major promotion signs at Simonds Stadium, there is no planning permit application yet that shows exactly where any advertising signs will be placed, or what form they will comprise such as typeface, colours, logos etc. The report to Council on 11 December 2012 outlined the following about potential light tower signage:

"The signage could include:

A full wrap around the bottom of the pole. Approximately six metres high.

Pole signage above the roof lines of the stadium and only facing inwards."

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS (CONT'D)

The 11 December 2012 report was prepared prior to the installation of the light towers which have become a significant presence and architectural feature on the City skyline. They are highly visible and the placement of advertising above the stadium roofline will similarly be highly visible. Even if signage above the roof lines of the stadium only faces inwards, they will be visible from an extensive area outside the stadium. At a height of approximately 73 metres, the light towers dominate the Geelong skyline and signage will be seen from all directions.

Using Council's 3D model of the City, officers have prepared images of advertising blocks on the light towers to assist in assessing the visual impact on the City. To maintain the goodwill and community acceptance of the light towers, it will be important that any advertising on them be sensitively designed and implemented. Advertising above the roof line of the Stadium would represent a visual intrusion into the City. The position and scale of signs on the light towers above stadium height would dominate the host structures and would be seen in multiple views silhouetted above the stadium and above most other built form of Geelong. The urban design outcome is not ideal and should be avoided.

Signage that is designed and configured appropriately and generally below stadium roof height could be sensitively treated and implemented without impacting upon the broader skyline of urban Geelong.

Council sought legal advice from Harwood Andrews on how to limit the height of potential advertising signage up the light poles. The advice was that a height (metre) figure should be inserted in the schedule to the Public Park and Recreation Zone.

The map of Simonds Stadium in **Appendix 2** shows the variation in the heights of the rooflines of the different stands. 20 metres is the height of the Reg Hickey Stand on Moorabool St. The new Premiership and Players Stadiums are higher at almost 25 metres and there are lower stadiums on the north sides. Council officers believe that 20 metres is a reasonable average height limit for signage.

Council officers recommend the amendment is changed to allow for signage only up to 20 metres above natural ground level. The revised schedule to the PPRZ to give effect to this change is in **Appendix 3**.

Issue - Impact on road safety

One submitter considers that advertising signage on the light towers will be a major distraction to drivers, given the Stadiums location and proximity to major roads, encouraging drivers to take their eyes from the road to look at advertising. The submitter considers this to be a gross neglect of Council's duty of care to all road users and pedestrians.

Officer comment

There is often a lot of concern about the issue of advertising signs and its impact on road safety and driver distraction. Clause 52.05 of the Planning Scheme deals with advertising signs with the purposes:

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS (CONT'D)

- To regulate the display of signs and associated structures.
- To provide for signs that are compatible with the amenity and visual appearance of an area, including the existing or desired future character.
- To ensure signs do not contribute to excessive visual clutter or visual disorder.
- To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or **efficiency of a road**. (added emphasis)

There are a number of decision guidelines to be considered when assessing an application for signage. Under Clause 52.05-3 there are particular decision guidelines around the impact of signs on road safety which Council as a Responsible Authority would need to address in considering any permit application. This includes a 10 point road safety checklist that was developed by VicRoads and which is a statutory requirement that a responsible authority must consider potential road safety concerns when assessing an application for advertising signs.

The amendment was referred to VicRoads for comment. As the Authority concerned with the safe and efficient operation of major roads in the vicinity of Simonds Stadium, it is noted that the Authority has not opposed the Amendment and raised no concerns on traffic safety grounds.

In the absence of a specific proposal it is unknown at this time exactly how signs would impact on road safety. Any future planning permit application will need to ensure that advertising signs at Simonds Stadium be of a scale, form and function that is appropriate in the location and be able to demonstrate that they do not adversely affect the efficiency of a road.

The impact on road safety will be a matter for any permit application to determine in accordance with the provisions and purposes of Clause 52.05. It is noted that VicRoads is not a statutory referral authority for any subsequent planning permit application.

The recommended change to the amendment to limit advertising to below the stadium roof line is expected to have both amenity and road safety benefits.

Issue - Changes to Kardinia Park

One submitter is against any thing to change, alter or interfere with any part of Kardinia Park. The submitter considers there has been too much done already to destroy the park as he knew it as a child and wants Kardinia Park left alone

Officer comment

Kardinia Park covers an area of approximately 28,300 square metres and comprises many different functions and caters to a variety of activities including Simonds Stadium, Geelong Cricket Ground, West Kardinia Oval, Kardinia Park Netball Complex, Legends Plaza, Kardinia Aquatic Centre, Kardinia Senior Citizens Centre, playgrounds and passive recreation spaces.

There has been significant change to Kardinia Park over the past few years including the multi-million dollar redevelopment of the football ground. Simonds Stadium has been developed into a significant asset for the region and has become a national sporting and entertainment venue.

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS (CONT'D)

Simonds Stadium is well known as the home of the Geelong Football Club, but the City plans to build the awareness and versatility of the Stadium through procuring unique and special events to Geelong. Council hopes that Simonds Stadium becomes recognised as the most premier boutique stadium in Victoria.

This amendment is an enabling amendment that will allow the opportunity for planning permission to be sought for the display of promotion/major promotion signs at Simonds Stadium. Changes to the advertising provisions are restricted to Simonds Stadium with the balance of Kardinia Park unaffected. Advertising will be located on existing structures at Simonds Stadium.

Further development of the Stadium is anticipated in the future, pending Federal funding.

Changes to Kardinia Park are inevitable to ensure Council provides quality and engaging services and experiences for the community. Council has commenced the process of preparing a new Master Plan for Kardinia Park to provide a consistent, overall strategic plan for the Park's future. This will involve opportunities for public participation and is expected to be finalised in late 2014.

Issue - Electricity Costs

One submission disputes the motivation behind the amendment; seeking revenue from advertising to offset electricity costs of the light towers. The submitter contends that the power consumption of the lights is easily computable and would have been calculated during the planning stage. The suggestion that the power usage is higher than expected is completely misleading and easily disputed by anyone with knowledge of electrical power usage. The fact that Council was negligent when assessing running costs of the light towers is no justification to create an eyesore for the City with advertising signage.

Officer comment

The redevelopment of Simonds Stadium was a federally funded project with the funds going to the Geelong Football Club to implement. A condition of that funding was that the City assume ownership post development (which it has).

The power issue does not relate directly to the consumption of electricity when the lights are in use. Rather, the demand charge levied by the electricity provider which is an annual charge to deliver power to the site. No matter how much power is used, payment for capacity in the grid is required. This amounts to around \$160,000 per annum.

In the design on site generators were considered amongst other options to avoid this charge however it was resolved to proceed with the towers funded by grid power.

Issue - Involvement of Geelong Cricket Club in advertising design and layout

The Geelong Cricket Club is concerned about the impact on player safety from the placement of advertising signage on the northwest tower. The Geelong Cricket Ground is adjacent to Simonds Stadium and the venue for Geelong Cricket Club games. The northwest tower is directly behind the bowlers are on the western wicket. The Club wishes to be involved in the advertising design and placement on this tower to ensure that player safety is not compromised.

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS (CONT'D)

Officer comment

In its role as land manager, it is appropriate for Council to consult with the Geelong Cricket Club if any advertising is to be placed on the northwest tower. In determining any sponsorship of the light towers public safety needs to be considered. The issue raised by the Geelong Cricket Club can be addressed via the location of a site screen and the prevention of any logos facing the cricket ground at a level lower than the existing sight screens.

Noting that the existing background to the area has a significant amount of existing colours and signage, the application of the Club's mobile sight screen and the avoidance of low level cricket ground facing logos should address the concerns.

Environmental Implications

The proposed amendment will facilitate a planning permit to be issued for promotion and major promotion signs. The visual impact of any proposed signs will be assessed at the time of consideration of a planning permit application.

Financial Implications

The costs associated with a Panel Hearing are able to be met within Council's current budget for Council initiated amendments.

Policy/Legal/Statutory Implications

The State Planning Framework encourages quality urban design. Clause 15 Built Environment and Heritage, states that "*Land use and development planning must support the development and maintenance of communities with adequate and safe physical and social environments for their residents, through the appropriate location of uses and development and quality of urban design.*" Council will need to ensure that the signage at Simonds Stadium is consistent with and complements the character of the area in which Kardinia Park sits and due to the high visibility of the light towers, to the broader Geelong urban area.

It is an objective of Clause 15.01-2 to "*achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*" The amendment will enable Council to consider this as part of a future permit application.

Clause 18.01 relates to development along highways, railways and tramways, with the following relevant policy guideline:

"The design of transport routes and nearby areas should be planned and regulated to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places."

As Kardinia Park is bound by significant roads within road zones and a major railway line, the amendment was referred to VicRoads and PTV, with VicRoads responding that it had no objection.

Specific reference to advertising signage in the MSS is at Clause 21.06-6 which addresses the implementation of the Settlement and Housing policies, "*Ensure all advertising signage complies with the City of Greater Geelong Advertising Sign Guidelines.*" These Guidelines provide both general and specific guidance on the siting, set backs, design, safety, size and scale of all types of signage.

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS (CONT'D)

'Guideline A4 Category 4 sign control areas' advises that advertising signs in the Public Park and Recreation Zone must be appropriate to their setting and must not detract from the character of the site, the adjoining streetscape, or the surrounding area. 'Guideline B12 Promotion Sign', notes that a promotion sign is prohibited in Category 4 areas, including the Public Park and Recreation Zone.

This amendment does not seek to change the Advertising Sign Guidelines as they remain applicable for the majority of land in the Public Park and Recreation Zone throughout the municipality. Simonds Stadium within Kardinia Park is a special circumstance within Geelong. It is a national, commercially operated facility that hosts events broadcast across Australia. In these circumstances it is to be expected that significant advertising signage would be displayed at the Stadium. The use of advertising promotes branding of the facility on the national stage to generate funds towards the existence and operations of the Stadium.

The context of the Stadium is now starkly contrasted with that of its surrounds, having undergone a multi-million dollar revamp over the past few years. The location of Simonds Stadium in the Public Park and Recreation Zone can't be compared with other areas of open space within PPRZ which are not commercialised, internalised and retain closer connections with their surrounding natural systems.

The Guidelines will be taken into account when assessing promotion signage permit applications at Simonds Stadium, whilst acknowledging that Simonds Stadium is a unique entity in Geelong.

Simonds Stadium is sited alongside the commercial strip of Moorabool Street, which is a major north south transport route connecting the Waterfront, City Centre, Barwon River and Belmont. There is a variety of advertising on display along Moorabool Street, and promotion signage along this eastern side of the Stadium is unlikely to be out of place or context.

Council is updating the Advertising Sign Guidelines but this project is incomplete at the time of this Amendment.

Alignment to City Plan

The Amendment supports the Growing our Economy strategic direction of City Plan, in particular the priorities of supporting the growth of Greater Geelong as a leading city for tourism, arts, culture and events and promoting the unique strength of the region such as our world class sporting facilities.

Through the action of completing the new Players Stand and associated lighting, and the ongoing growing of the management of Simonds Stadium, the amendment will take the next step to enable promotion and major promotion advertising signs to be considered for display at this national sporting and entertainment venue.

Officer Direct or Indirect Interest

In accordance with section 80(c) of the local Government Act no Council officers have any direct or indirect interest in the matters to which this amendment relates.

Risk Assessment

The processing of this amendment is considered to be low risk.

3. AMENDMENT C296 SIMONDS STADIUM KARDINIA PARK - CONSIDERATION OF SUBMISSIONS (CONT'D)

Social Considerations

Simonds Stadium, Kardinia Park is a significant Geelong asset with the capacity to seat approximately 33,500 patrons for AFL and other sporting/entertainment events and community uses. The installation of light towers at the Stadium is expected to facilitate increased usage by a wide variety of sports/outdoor activities.

The amendment will enable Council to consider a planning permit application for the proposed signage on the light towers. Elevated signage on the light towers could negatively impact on the natural and built environment of Kardinia Park and the broader Geelong urban area. It will be important that any light tower signage complements the role of Simonds Stadium, the aesthetic of the light towers and does not detract from the quality of the urban environment of Geelong.

Human Rights Charter

The Amendment will not impact on any basic human rights, freedoms and responsibilities as set out in the Charter. Planning legislation provides for exhibition of amendment proposals and to obtain a fair hearing before an Independent Panel.

Consultation and Communication

This amendment has been formally exhibited in accordance with the provisions of the Planning and Environment Act 1987 and in accordance with exemptions provided by the Minister for Planning. This process provided the opportunity for public comment on the amendment. As a consequence of the formal exhibition period and the receipt of a number of submissions, which have not been resolved, referral to an independent panel is required, subject to agreement by the Minister for Planning.

All submitters will be advised of the appointment of a Planning Panel by Panels Victoria and will be afforded an opportunity to appear at the Panel Hearing in support of their submissions.

Appendix 1 - Summary of Submissions to Amendment C296 – Simonds Stadium

No.	Name	Type	Summary of Submission	Officer Response
1	VicRoads	Submission	No objection	Accepted
2	DEPI	Submission	No objection. Council in its role as appointed committee of management for the land can administer the range of activities anticipated by the amendment. Native title has been extinguished on the land.	Accepted
3	Pamela Young	Objection	Does not want Council to allow signage on the light towers. Since they have been erected, they could be said to be an "icon" for the city. They are elegant, and more or less a piece of art. Please don't let them be trashed for dollars and cents. Taxpayers don't deserve that, after so much of our money has been invested in them.	The lights have taken the design path of being elegant but very visible as opposed to trying to reduce their visual impact. They can be seen from all over the City but they have been reasonably well accepted because of their simple and clean but strong design. The placement of advertising on them is a difficult task if Council is to retain this quality. Some of the issues Council will need to consider in any permit application for signs on the light towers are the height of signage, how the signage reads in the context of the light tower design, the area on the light towers that is available for signage and who the signage is directed towards. There is no planning permit application yet that shows exactly where any advertising signs will be placed. The purpose of Amendment C296 is to amend the Planning Scheme to allow for a planning permit application to be made for promotion/major promotion signs at Simonds Stadium. The 11 December 2012 Council report outlined the following about potential light tower signage: <i>"The signage could include:</i> • <i>A full wrap around the bottom of the pole. Approximately six metres high.</i> • <i>Pole signage above the roof lines of the stadium and only facing inwards."</i>

No.	Name	Type	Summary of Submission	Officer Response
				This report was prepared prior to the installation of the light towers which have become a significant presence and art work on the City skyline. They are highly visible and the placement of advertising above the stadium roofline will similarly be highly visible. Even if signage above the roof lines of the stadium only faces inwards, they will be visible from an extensive area outside the stadium. At a height of approximately 73 metres, the light towers dominate the Geelong skyline and signage will be seen from all directions. To maintain the goodwill and community acceptance of the light towers, it will be important that any advertising on them be sensitively designed and implemented. Advertising above the roof line of the Stadium would represent a visual intrusion into the City. The position and scale of signs on the light towers above stadium height would dominate the host structures and would be seen in multiple views silhouetted above the stadium and above most other built form of Geelong. The urban design outcome is not ideal and should be avoided. Signage that is designed and configured appropriately and limited to 20 metres (generally below stadium roof height) could be sensitively treated and implemented without impacting upon the broader skyline of urban Geelong. The amendment should be changed to provide for signage only below the stadium roof line. The redevelopment of Simonds Stadium has progressed with multi-million investment from the Federal Government. Costs associated with the development are to be met by Council as the land manager. Meeting these costs through the display of advertising signage is a legitimate endeavour.
4	Dylan Brown	Objection	Advertising signage on the light towers will be unsightly and a major distraction to drivers, given the stadiums location and proximity to major roads. Considers that encouraging drivers to	Clause 52.05 of the Planning Scheme deals with advertising signs with the purposes: • To regulate the display of signs and associated structures. • To provide for signs that are compatible with the amenity and

No.	Name	Type	Summary of Submission	Officer Response
			take their eyes from the road to look at advertising would be a gross neglect of council's duty of care to all road users and pedestrians. There is no justification whatsoever to place advertising on the towers. Considers that the power consumption of the lights is easily computable and would have been calculated during the planning stage. To suggest the power usage is higher than expected is completely misleading and easily disputed by anyone with knowledge of electrical power usage. The fact that Council was negligent when assessing running costs of the light towers is no justification to create a further eyesore (in the way of advertising) in the heart of our great city.	visual appearance of an area, including the existing or desired future character. • To ensure signs do not contribute to excessive visual clutter or visual disorder. • To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance of efficiency of a road. There are a lot of decision guidelines to be considered when assessing an application for signage. Under Clause 52.05-3 there are particular decision guidelines around the impact of signs on road safety which Council as a Responsible Authority would need to address in considering any permit application. This includes a 10 point road safety checklist that was developed by VicRoads and which is a statutory requirement that a responsible authority must consider potential road safety concerns when assessing an application for advertising signs. The amendment was referred to VicRoads for comment and as noted earlier in this table, has offered no objection. As the Authority concerned with the safe and efficient operation of major roads in the vicinity of Simonds Stadium, it is noteworthy that the Authority has not opposed the Amendment and raised no concerns on traffic safety grounds. There is no current permit application from which Council can determine whether or not and to what extent, signs would impact on road safety. Any future planning permit application will need to ensure that advertising signs at Simonds Stadium be of a scale, form and function that is appropriate in the location and be able to demonstrate that they do not adversely affect the efficiency of a road. The impact on road safety will be a matter for any permit application to determine in accordance with the provisions and purposes of Clause 52.05. It is noted that VicRoads is not a

No.	Name	Type	Summary of Submission	Officer Response
				statutory referral authority for any subsequent planning permit application. The recommended change to the amendment to limit advertising to below the stadium roof line is expected to have both amenity and road safety benefits. The redevelopment of Simonds Stadium was a federally funded project with the funds going to the Geelong Football Club to implement. A condition of that funding was that the City assumes ownership post development (which it has). The power issue does not relate directly to the consumption of electricity when the lights are in use. Rather the demand charge levied by the electricity provider which is an annual charge to deliver power to the site. No matter how much power is used, payment for capacity in the grid is required. This amounts to around \$160,000. In the design on-site generators were considered amongst other options to avoid this charge however it was resolved to proceed with the towers funded by grip power.
5	Michael Puche	Objection	Is against any thing to change, alter or interfere with any part of Kardinia Park. There has been too much done already to destroy the park as he knew it as a boy and wants Kardinia Park left alone.	Kardinia Park covers approximately 28,300 square metres and is made up of many different areas and caters to a variety of activities, including Simonds Stadium, Geelong Cricket Ground, West Kardinia Oval, Kardinia Park Netball Complex, Storm Water Harvesting System, Legends Plaza, Kardinia Aquatic Centre, Kardinia Senior Citizens Centre, playgrounds and fitness stations, BBQ's, passive recreation spaces and pedestrian footpaths. There has been significant change to Kardinia Park over the past few years including the multi-million dollar redevelopment of the football ground, with Simonds Stadium developed into a significant regional asset and transforming into a national sporting and entertainment venue. Whilst Simonds Stadium is well known as the home of the Geelong Football Club, the City plans to build the awareness and versatility of the Stadium through procuring

No.	Name	Type	Summary of Submission	Officer Response
				unique and special events to Geelong with a view to it becoming the premier boutique stadium in Victoria. Further development of the Stadium is anticipated in the future, pending Federal funding. This amendment is an enabling amendment that will allow the opportunity for planning permission to be sought for the display of promotion/major promotion signs at Simonds Stadium. Changes to the advertising provisions are restricted to Simonds Stadium with the balance of Kardinia Park unaffected. Changes to Kardinia Park are inevitable to ensure Council provides quality and engaging services and experiences for the community. Council has just commenced the process of preparing a new Master Plan for Kardinia Park to provide a consistent, overall strategic plan for the Park's future. This will involve opportunities for public participation and is expected to be finalised in late 2014.
6	Dennis J Davie	Objection	Has been a GFC member for 47 years and loves the latest renovations and towers. Considers sponsorship on them will only detract from their aesthetic appeal, regardless of how many dollars are involved.	This submission seems to echo the sentiment of many in the community that have embraced the upgrades to the football ground to improve amenities for patrons and attractiveness for future and varied users in the future. Officer response as per submission 3.
7	Geelong Cricket Club	Submission	In relation to proposed signage being placed on the newly constructed light towers, the Geelong Cricket Club has no issue in supporting this initiative, however we are concerned about the impact this will have on players' safety with advertising on the north west tower. This tower is directly in line behind the bowlers arm on our western wickets. We would ask that the. GCC is involved in any proposed advertising designs/layouts for this tower to ensure that player safety is not compromised.	In determining any sponsorship of the towers public safety is paramount. The issue outlined by the Geelong Cricket Club can be addressed via the location of a site screen and the prevention of any logos facing the cricket ground at a level lower than the existing sight screens. Noting that the existing background to the area has a significant amount of existing colour and signage, the application of the Club's mobile sight screen and the avoidance of low level cricket ground facing logos should address the concerns.

Cr Harwood declared an Indirect Interest by Close Association in Agenda Item 4 - Green Organics Site – Expression of Interest, in that he works in the same vicinity as the existing Council Green Waste Contractor, and left the meeting room at 7.25pm prior to discussion.

4. GREEN ORGANICS COMPOSTING SITE EXPRESSION OF INTEREST

Portfolio:	Environment and Sustainability – Cr Richards
Source	City Services
General Manager:	Gary Van Driel
Index Reference	Waste Management

Purpose

To seek approval to call for expressions of interest for sites capable of accommodating a composting facility.

Summary

- Under its three bin kerbside residential collection service Council collects some 32,000 tonne of green organics every year for processing rather than disposal at landfill.
- Since the introduction of this service in 2003 Council has pursued a number of options for the processing of green organics but ultimately, due primarily to the immaturity of the industry, has struggled to establish sustainable processing.
- One contributing factor has been the lack of sites with adequate buffer distances, as required by Victorian Environment Protection Authority guidelines.
- Council has recently called tenders and is establishing contracts with a number of green organics processors to receive varying quantities of green organics over the next three years.
- In addition to these contracts, to provide a more sustainable green organics collection and processing service it is considered necessary to identify potential locations where Council could carry out composting either itself or under contract.
- Recent planning zone reforms allow for industry within farm zones and as composting is defined as 'Industry' it is now possible to locate a composting facility in a Farm Zone. A planning permit is required.
- In order to identify potential sites, including sites within Farm Zones, within reasonable distance of Geelong it is proposed to call for expressions of interest from property owners that may be willing to lease portion of their land to establish a composting facility.
- Under Sustainability Victoria's Building Victoria's Organics Recovery Program \$500k is available for the development of a composting facility provided this facility is operating by mid 2015.

Cr Richards moved, Cr Ellis seconded -

That Council approve the calling of expressions of interest from owners of land within a reasonable distance of Geelong that is capable of accommodating a composting facility.

Carried.

4. GREEN ORGANICS COMPOSTING SITE EXPRESSION OF INTEREST (CONT'D)

Background

Under its three bin kerbside residential collection service Council collects some 32,000 tonne of green organics every year for processing rather than disposal at landfill.

Since the introduction of this service in 2003 Council has pursued a number of options for the processing of green organics but ultimately has struggled to establish sustainable processing. This has been due primarily to the immaturity of the industry in terms of proven processing options, end product markets and regulatory controls. One such control is the Victorian Environment Protection Authority requirement that a low technology composting facility must have at least a 2 km buffer distances to the nearest sensitive use (eg: a single residence including a farm house). Under the planning provisions prior to September 2013 composting facilities could only be located in industrial zones or some special use zones. In most cases these locations do not provide adequate buffer distances.

Recent planning zone reforms allow for industry within farm zones and as composting is defined as 'Industry' it is now possible to locate a composting facility in a Farm Zone. A planning permit is required.

Discussion

It is considered that the short term solution to green organics processing is to have multiple options so that Council is not reliant upon one means of processing or one facility.

Council has recently called tenders and is establishing contracts with a number of green organics processors to receive varying quantities of green organics over the next three years.

While the processors under these contracts are capable of processing the quantity of material that Council collects, past experience indicates that there is no certainty that this will continue to be the case. Issues such as weather conditions limiting access to processing facilities or limiting the ability to produce compost within regulations, seasonal variations in material quantities and end product market requirements along with operational break downs are just some of the issues that can impact on the ability to process this quantity of material.

To provide a more sustainable green organics collection and processing service and to protect against the possible disposal of this material to landfill, in addition to these contracts, it is considered necessary to identify potential locations where Council may carry out composting, either itself or under contract.

In the longer term it may be an option to establish a larger facility to process this Council's and other neighbouring council's material utilising high technology processing at significant capital cost that would be recovered through a long term commitment. This will require a more strategic approach for the development of such a facility, an issue that is currently being addressed through the development of a state wide waste and resource recovery strategic framework under the recently released Getting Full Value – Victorian Waste and Resource Recovery Policy. However, this approach is not likely to provide a sustainable solution within the next five years and therefore will not address Council's immediate concerns.

4. GREEN ORGANICS COMPOSTING SITE EXPRESSION OF INTEREST (CONT'D)

In order to identify potential sites, including sites within Farm Zones, within reasonable distance of Geelong it is proposed to call for expressions of interest from property owners that may be willing to lease portion of their land to establish a composting facility. What is a reasonable distance from Geelong will ultimately be determined by the suitability of the site and the cost of hauling material to the site. To ensure all potential opportunities are identified the expression of interest will be directed at properties within 150 km of Geelong.

The urgency around pursuing a site, and it may eventuate to be a number of sites, comes from the need to provide surety around green organics processing as soon as possible but also to secure Sustainability Victoria funding under the Building Victoria's Organics Recovery Program. Under this program \$500k is available to assist Council in establishing a processing facility provided the facility is operating by mid 2015. To meet this timeline the expressions of interest will need to be called within the next two months.

Environmental Implications

The underlying objective of the recommendation in this report is to enable the establishment of a composting facility to process green organics that otherwise may be disposed of at landfill. Organics in landfill produces methane and carbon dioxide. Minimising the potential for some 32,000 tonne per annum of this material reaching landfill will have a significant beneficial impact on the environment.

Financial Implications

There are no direct financial implications as a result of the recommendation to call for expressions of interest.

Should the current processing options fail to continue to receive the material and it has to be disposed of at landfill this cost of disposal will far exceed the cost of processing.

Policy/Legal/Statutory Implications

The removal of green organics from landfill is a critical element of the state government's Getting Full Value – Victorian Waste and Resource Recovery Policy. The recommendation in this report is directed at providing sustainability in the processing of green organics collected by Council from residential properties and ensuring that this material does not enter landfill.

While the primary purpose of calling expressions of interest is to identify any potential sites this process also places Council in a good position in terms of a potential perception to comply with the Local Government Act. While the Act does not require the calling of tenders/expressions of interest prior to entering into a lease for the use of land it does require these processes for the purchase of goods or services in excess of \$150,000. As rental associated with a lease as proposed in this report is likely to significantly exceed this amount over a five year period an expression of interest process will ensure that good governance processes are followed.

It should also be noted that, as the process is likely to be one of the first to test the new planning zone reforms in terms of the potential to locate an 'Industry' in a Farm Zone, ongoing consultation with Council's Statutory Planning Unit will be a key element of the process.

4. GREEN ORGANICS COMPOSTING SITE EXPRESSION OF INTEREST (CONT'D)

Alignment to City Plan

Support our community to live sustainably: Leading the way in waste management practices and continue to reduce the amount of waste to landfill.

Sustainable Built and Natural Environment: Partnering with our community to protect and enhance our natural ecosystems as well as encouraging reduced resource consumption.

Officer Direct or Indirect Interest

No Council staff involved in the preparation of this Report has a direct or indirect interest in the matter to which the report relates.

Risk Assessment

As the recommendation in this report will place the concept of 'Industry' being located in a Farm Zone in the public arena there may be some community concern. It is proposed that a media release be issued at the time of the calling of expressions of interest to outline the benefits of locating a composting facility in rural areas along with the regulatory requirements under the EPA guidelines that are designed to ensure that any impact on the community is controlled.

One outcome of the recommendation is that it establishes an appropriate public notice procedure prior to entering into a lease arrangement that may involve significant expenditure over the likely period of the lease.

Social Considerations

There are no social considerations as a result of the recommendation in this report.

Human Rights Charter

There are no human rights issues as a result of the recommendation in this report.

Consultation and Communication

As part of the expression of interest process a media release will be issued to outline the benefits of establishing a composting facility and the regulatory requirements that must be met.

While the expression of interest process is intended to ultimately address only this Council's green organics processing needs the Barwon Regional Waste Management Group and its member councils will be consulted throughout the process. Also, Sustainability Victoria will be consulted to ensure that the process aligns to the requirements of the Building Victoria's Organics Recovery funding program.

Consultation with Council's Statutory Planning Unit will continue throughout the expression of interest process.

Cr Harwood re-entered the meeting room at 7.28pm.

5. CORIO NORLANE STRUCTURE PLAN UPDATE - JANUARY 2014

Portfolio:	Planning - Cr Heagney
Source	Planning & Tourism - Planning Strategy
General Manager:	Peter Bettess
Index Reference	Corio Norlane Structure Plan

Purpose

The purpose of this report is to provide an update to Council on the progress of the implementation of the Corio Norlane Structure Plan, adopted by Council in July 2012.

Summary

- In the eighteen months since Council adopted the Corio Norlane Structure Plan, significant progress has been made in implementing the agreed actions.
- The Planning Scheme Amendment C281 was approved by the delegate of the Minister for Planning in October 2013. The Corio Norlane Structure Plan (via a local strategy) was implemented into the Greater Geelong Planning Scheme on 21 November 2013.

Cr Fisher moved, Cr Farrell seconded -

That Council:

- 1) notes the significant progress achieved on the implementation of the Corio Norlane Structure Plan;**
- 2) writes to the Minister for Education, Martin Dixon, requesting a current status and any proposed land use of the four surplus schools sites (Rosewall Primary School, Flinders Peak Secondary College, Norlane High School and Vermont Avenue Campus).**

Carried.

Background

The Corio Norlane Structure Plan was prepared in 2011/12 by the City of Greater Geelong (CoGG) with the former Department of Planning and Community Development (DPCD). This was part of the broader Corio and Norlane Urban Renewal Project, a whole-of-state government approach led by DPCD.

The Plan identified initiatives with strong potential to transform the image and identity of Corio and Norlane and in turn, stimulate investment and create local employment. As well as planning scheme amendments, this Structure Plan was unusual in that the Implementation Plan included 'non-planning' actions requiring support across Council and across government.

Council has been working hard to deliver many of the 'planning' and 'non-planning' actions identified, as well as the key initiatives, and has invested significantly above the ongoing and recurrent budget allocations. It is significant that the Corio Norlane Structure Plan is being widely used both within and outside Council, and that it has created a momentum for activity in the Northern Suburbs.

5. CORIO NORLANE STRUCTURE PLAN UPDATE - JANUARY 2014 (CONT'D)

Discussion

The Corio Norlane Structure Plan identified key initiatives for priority action. The current status of these key initiatives are as follows:

- Implement a new local strategy 'Corio Norlane' into the MSS of the Greater Geelong Planning Scheme.

One of the key 'planning' actions of the Corio Norlane Structure Plan was to implement a new local policy for Corio Norlane into the Municipal Strategic Statement (MSS) of the Greater Geelong Planning Scheme. Given the partnership arrangement with the DPCD and extensive public consultation undertaken in preparing the Structure Plan, Council requested the Minister for Planning to prepare and approve a planning scheme amendment using powers available under section 20 (4) of the *Planning and Environment Act*.

The Ministerial Request (known as Amendment C281) was approved in October 2013 and the Corio Norlane Structure Plan (via the 'Corio Norlane' local strategy) was implemented into the Greater Geelong Planning Scheme on 21 November 2013.

- Develop large vacant sites.

Baptcare have purchased the former Isik College site in Norlane and are progressing with plans for retirement and aged care and possible affordable housing options.

A large site on Plantation Road, adjacent to Sutcliffe Reserve, has been zoned Residential 1 (adopted by Council June 2013, gazetted and rezoned on 12 Sept 2013).

12-20 Fairbairn Drive (next to Aldi) is proposed to be rezoned to Business Zone as a Neighbourhood Activity Centre (adopted by Council Oct 2013, currently with the Minister for approval).

The Department of Education, Early Childhood and Development (DEECD) have made three school sites surplus (Rosewall Primary School, Flinders Peak Secondary College, Norlane Secondary College). The Norlane site tender closed November 27. Council is in negotiation with DEECD regarding small portions of land on the Rosewall and Flinders Peak sites and is currently rezoning part of Council land (Rosewall Neighbourhood Centre) to facilitate the land exchange. A fourth school site (Vermont Avenue Campus) was vacated end 2013.

Action: Support future owners of vacant school sites to encourage possible community benefit

- Provide a greater mix of quality public and private housing.

The Department of Human Services (DHS) is undertaking the \$80m four year New Norlane project, which envisages 160 public housing and 160 private housing units, in partnership with local builders, across areas of Norlane. As of November 2013, 63 new public housing residences have been completed. A Display Village of seven houses has been constructed on the Princes Highway. There have been 15 private land sales, with 15 contracts in progress.

Engineering Services has worked with DHS to deliver four drainage upgrade projects as part of this project. (\$245,000)

Action: Support ongoing progress of New Norlane project

5. CORIO NORLANE STRUCTURE PLAN UPDATE - JANUARY 2014 (CONT'D)

- Expand the Corio Sub-Regional Activity Centre.

Barwon Health (operating a community health centre on DHS land at the south-east corner of the site) has commenced a Masterplan process and outcomes are expected early in 2014.

The draft new Residential Zones, currently on exhibition, indicate a Residential Growth Zone around the Corio Shopping Centre of 800 metres.

Action: Meet with Corio Shopping Centre management for discussion

- Develop a new business precinct on Bacchus Marsh Road in northern Corio.

On 7 Nov 2013, the Minister for Planning approved the rezoning of vacant land on Bacchus Marsh Rd Corio (opposite the MC Herd Abattoir) from residential to Business Zone 3 and 4 (consistent with the Structure Plan). This is to facilitate a Masters Home Improvement Store for the land closest to the Ring Road and a business park for the land closer to Plantation Road.

Action: Continue to support Masters development

- Renew local shopping centres.

Streetscape upgrades at Alkira Avenue and Robin Avenue in Norlane, and Detroit Crescent and Donnybrook Road in Corio have been completed (\$50k). Kerb outstands on Forster Street have been constructed for DDA compliance. The improvements have resulted in increased rental activity, particularly in Alkira Avenue. Funding has been allocated for upgrades to Nevada Avenue (Corio), and Rose Avenue (Norlane) in 2013/14.

Labuan Square has been the focus of efforts by Community Development (including art projects) and will also host a 'Better Blocks Norlane' event in February 2014.

An application has been received to rezone the Geelong Homemaker Precinct on Melbourne Road to Commercial 2 Zone.

Action: Seeking funding for further upgrades and investigate Economic Development opportunities

- Develop a formal landscape boulevard along Bacchus Marsh Road between the Corio Sub-Regional Centre and Waterworld.

A major active transport treatment – an off-road cycle path – has been constructed on the West outer separator of Bacchus Marsh Road between Cox and Plantation Roads as part of a \$2.6m DPCD/CoGG project. This includes safer intersection treatments and significant landscaping.

VicRoads indicate that duplication of Bacchus Marsh Road continues to be a priority in the medium to long term.

Action: Seek funding to complete the connection of the off-road cycle path from Plantation Rd to existing path and direct to Waterworld

5. CORIO NORLANE STRUCTURE PLAN UPDATE - JANUARY 2014 (CONT'D)

- Create a landmark multi-purpose centre at the Waterworld Precinct.

Council have successfully applied for a DPCD grant to undertake masterplanning of the Waterworld Precinct. Selection for the consultant to manage the \$150k project has been completed.

Action: Ensure successful stakeholder engagement during masterplanning process to enable best outcomes

- Create green streets.

330 trees have been planted along key routes ie Cox, Goldsworthy, Plantation and Princess Rds in Corio and Forster St in Norlane. New bus shelters, seats and lighting for key internal greenways have been installed. This was funded via the \$2.6m DPCD/CoGG project.

The 'adopt-a-tree' program has been implemented, where the tree is provided by Council and planted, and residents are responsible for the watering and ongoing maintenance. This has enabled planting of 13 trees along the north end of Princess Street and 26 trees planted in the adjacent reserves, and 24 residences along Sharland Avenue and Plantation Road in Rosewall.

Action: Develop ongoing partnerships, for example with Trade Training Centre, for future street furniture manufacture

- Landscape recreational reserves.

Implementation of Master Plans includes:

- Stead Park - playground (\$140 CoGG, \$50k State), toilet block, landscaping, paths (estimated \$220k) hockey pitch construction due to start in 2014 (total \$1.8m CoGG, State, Geelong Hockey Association) and new 'Pet Park' under construction.
- Windsor Park - new multi-purpose rooms for North Shore Little League (\$354,479); storage facility at the netball courts construction to begin in 2014.
- Evans Reserve - infrastructure upgrade funded for 2013 (\$100,000 State, \$100,000 CoGG) works have commenced to provide additional playing/training facilities for soccer including the installation of irrigation and sports lighting, and the expansion of the sports field to allow for two full size soccer pitches.
- Goldsworthy Reserve – the new storage shed at has been completed, providing a larger, more secure storage facility.

Playground upgrades include Banksia Reserve, Cohuna Street, Donnax Street, Clooneys Court and Moorpanyul Park (\$187,000).

Upgrades have also been completed to the Corio Sporting Club (\$662,738).

Action: Ongoing implementation of Master Plans via normal budget processes

5. CORIO NORLANE STRUCTURE PLAN UPDATE - JANUARY 2014 (CONT'D)

In addition to significant progress against these key initiatives, other Council activities related to the Corio Norlane Structure Plan include:

- Council was successful in achieving DEECD funding (\$1.5m) for the Windsor Park Early Childhood Hub and has allocated \$5.2m in the 2013-14 budget. Architectural plans have now been completed and works will commence shortly.
- Community precinct planning for Rosewall/Hendy St (\$60,000) has been undertaken to plan for future integration of early childhood and community needs. Outcomes are expected shortly.
- Centenary and Hendy St Halls and the fOrt youth space have been upgraded (\$600k). Activities at the fOrt have increased with drop in programs every night and specific programs with a range of partners, eg Operation Newstart with Victoria Police, and another successful SKAART event held November 10th with approximately 800 attendees.
- Upgrades have been completed to Leisuretime (\$81,994) and Waterworld (\$248,730).
- 'Best Start' programs in Corio and Norlane continue (\$131k in 2011/12) as well as work from the 'Healthy Together Geelong' team.
- Corio Norlane Bike Loop is close to completion, linking existing paths including shared paths on the Boulevard, Broderick Road, Fountain of Friendship Park, School and Shell Roads (part of the \$2.1m DPCD grant, substantial in-kind contribution from CoGG). This will link Corio Bay (Moorpanyul Park) with Princes Highway, Cowies Creek and the Ted Wilson Trail along the ring road.
- A significant wayfinding/signage project for the Bike Loop is underway as part of overall Geelong recreational facilities project (\$60,000).
- Engineering Services & Environment is preparing to install three litter traps in Bacchus Marsh Road with Stage 1 works currently being programmed (estimated \$120,000). Planning for new upgrades is also underway in the area upstream of Stead Park.

Other noteworthy issues include:

- In the May 2013 budget, DEECD announced \$8M funding for ongoing works at four Northern Bay College campuses, which comprises Stage 3 of the Regeneration Project.
- The Trade Training Centre at Goldworthy St Campus of Northern Bay College is operating successfully with local schools and is developing partnerships for ongoing management.
- The DHS funded Work and Learning Centre at Norlane Community Centre is achieving good outcomes for long term unemployed residents (505 registered, 326 actively involved, 227 employed, 137 ongoing employment as per November 2013).
- Shell is currently in negotiations with a potential buyer for its North Shore site.

5. CORIO NORLANE STRUCTURE PLAN UPDATE - JANUARY 2014 (CONT'D)

- Barwon Water Northern Water Plant was officially opened in April 2013, and held a public open day at on November 24, 2013. The \$94m plant treats up to 7.5 million litres of domestic sewage and trade waste daily from Geelong's northern suburbs and uses advanced technologies to produce high quality Class A recycled water.

Environmental Implications

The various components of the Corio Norlane Structure Plan support the general "greening" of the area and seek to reduce heavy vehicle, industry and stormwater pollution impacts on residents and waterways.

Financial Implications

The Structure Plan may have future implications in relation to implementing the "planning" actions into the Greater Geelong Planning Scheme (for instance, Panel and expert witness costs as necessary).

The range of "non-planning" actions are attributed to a variety of Council and State Government Departments and Agencies. At this stage, Council has already invested significantly as identified in the Discussion section, above.

\$500k has been allocated in the 2013/14 Council Budget for ongoing works related to the Active Transport Project.

Policy/Legal/Statutory Implications

The State Planning Policy Framework supports structure planning to facilitate the orderly development of urban areas. A key strategy of Clause 11 Settlement is to ensure effective planning and management of the land use and development of an area through the preparation of strategic and statutory plans.

Alignment to City Plan

The Corio Norlane Structure Plan will closely align with City Plan 2013-17 in particular Community Wellbeing, Growing our Economy and Sustainable Built and Natural Environment strategic directions.

Officer Direct or Indirect Interest

No Council Officers have any direct or indirect interest, in accordance with section 80(c) of the Local Government Act, to which this Structure Plan relates.

Risk Assessment

There are not expected to be any notable risks associated with implementing the recommendations contained in this report.

Social Considerations

The Corio Norlane Structure Plan is part of an ongoing initiative across government to improve the outcomes for residents of Corio and Norlane.

5. CORIO NORLANE STRUCTURE PLAN UPDATE - JANUARY 2014 (CONT'D)

Human Rights Charter

No elements of the Structure Plan contravene the Human Rights Charter.

Consultation and Communication

The draft Corio Norlane Structure Plan was placed on public exhibition for a 10 week period from 1 December 2011 to 17 February 2012 using the following methods:

- Notices were placed in The Independent and Geelong Advertiser on Friday 2 December 2011 and Saturday 3 December 2011 respectively.
- Hard copies of the draft Plan were made available at the Corio Shopping Centre, Corio Library, Waterworld, Northern Bay College, Diversitat and local neighbourhood houses for view, together with summary brochures (inclusive of feedback forms) freely available for distribution.
- A second round of notices was placed in The Independent and Geelong Advertiser on 20 & 27 January 2012 and 21 & 28 January 2012 respectively. These notices included information about up-coming information sessions.
- Two information sessions at the Corio Library on Monday 30 January 2012 – 6 pm to 7 pm and Tuesday 31 January – 2 pm to 3 pm.
- An “open-house” interactive display at the Corio Shopping Centre on Friday 3 February 2012 between 3 pm and 7 pm, staffed by Council and DPCD officers.
- Comments were also sought from the Enquiry by Design participants as part of the exhibition process.

The Geelong Australia website has a dedicated site called “Corio Norlane Community Planning”. The site is continually updated to provide information about new developments, community programs, media releases and consultation forums. There are also links to the State Government New Norlane and Education Regeneration projects.

6. G21 REGION PUBLIC TRANSPORT STRATEGY

Portfolio:	Transport – Cr Richards
Source	City Services - Engineering Services
General Manager:	Gary Van Driel
Index Reference:	G21

Purpose

To provide an overview of the development of the final draft G21 Region Public Transport Strategy for public exhibition. The report recommends that the Strategy be noted for exhibition.

Summary

- In January 2013 G21 commenced preparation of a G21 Region Public Transport Strategy to replace the 2009 G21 Integrated Public Transport Strategy which has largely been implemented.
- The G21 Region Public Transport Strategy has been developed through an inclusive process. The key steps have been:
 - Background policy/project review, including review of 2009 strategy
 - Development of strategic frameworks, addressing public transport network design approaches and tradeoffs in service planning
 - Conversation with community on trade-offs and priorities
 - Application of data analysis to develop evidence base for change
 - Development of Strategy and Action Plan, comprising a long-term (20 year horizon) Strategy and a short-term four-year Action Plan
- The G21 Region Public Transport Strategy is aligned with the Transport Integration Act, the Regional Growth Plan and the Implementation Plan.
- The four Themes of the Strategy are:
 - **Access for all:** The G21 Region advocates that a base level of service should be available to all across the region, and that all services should be accessible to potential users.
 - **A well connected region:** The G21 Region seeks a public transport network that will serve the need for access to and between the Region's centres.
 - **Urban public transport for an urban centre:** The G21 Region supports developing a 'go anywhere' public transport network in Geelong by reshaping and simplifying the current network.
 - **Improving information, planning and partnerships:** The G21 Region will take a leadership role in finding new ways to implement better public transport, sooner.
- The proposed next steps to finalise the Strategy are:
 - Exhibit the final draft strategy publicly. The Strategy exhibition process is proposed to be supported with a media release, reactivation of the project website, and supporting communication in Council publications.

6. G21 REGION PUBLIC TRANSPORT STRATEGY (CONT'D)

- Submissions will be received through various channels including the project website, email and hard copy. The proposed exhibition program is from late February to March.
- G21 will collate the submissions and a report to G21 on the final strategy's adoption will be submitted in April 2014.

Cr Richards moved, Cr Harwood seconded -

That Council note the final draft G21 Region Public Transport Strategy for public exhibition.

Carried.

Background

In January 2013 G21 commenced preparation of a G21 Region Public Transport Strategy to replace the G21 Integrated Public Transport Strategy which has largely been implemented.

A comprehensive strategy development process including data analysis and extensive stakeholder consultation in each local government area of the G21 region has been undertaken by AECOM, the consultants appointed for the project, working under the oversight of a project steering committee comprising representatives of each Council, G21 and Public Transport Victoria.

The G21 Transport Pillar has been briefed three times, and the G21 Board also briefed, during the course of the project to keep members informed and to shape the strategy development process.

The state government recognised the need and importance of this study and has supported the project with a grant of \$100,000. Each municipality also contributed both cash and in kind support towards the project.

Timelines

Key milestones in the project have been:

- Project inception: January 2013
- Stakeholder workshop: March 2013
- Completion of strategic context review: May 2013
- Community forums: early May 2013
- Summit: late May 2013
- First draft strategy: June 2013
- Final draft strategy: September 2013
- Formatting and draft document design: November 2013

Discussion

- The G21 Region Public Transport Strategy has been developed through a rigorous process. The key steps have been:
 - o Background policy/project review, including review of 2009 strategy
 - o Development of strategic frameworks, addressing public transport network design approaches and tradeoffs in service planning

6. G21 REGION PUBLIC TRANSPORT STRATEGY (CONT'D)

- Conversation with community on trade-offs and priorities (discussed below under **Consultation and Communication**)
- Application of data analysis to develop evidence base for change
- Development of Strategy and Action Plan, comprising a long-term (20 year horizon) Strategy and a short-term four-year Action Plan
- The G21 Region Public Transport Strategy is aligned with the Transport Integration Act, the Regional Growth Plan and the Implementation Plan.
- The core of the Strategy addresses the tradeoffs inherent in public transport planning.
- There was strong support (upwards of 80 percent) for the four Themes of the Strategy:
 - **Access for all:** The G21 Region advocates that a base level of service should be available to all across the region, and that all services should be accessible to potential users.
 - **A well connected region:** The G21 Region seeks a public transport network that will serve the need for access to and between the Region's centres.
 - **Urban public transport for an urban centre:** The G21 Region supports developing a 'go anywhere' public transport network in Geelong by reshaping and simplifying the current network.
 - **Improving information, planning and partnerships:** The G21 Region will take a leadership role in finding new ways to implement better public transport, sooner.
- Specific actions that benefit City of Greater Geelong that are included in the Action Plan are:
 - Support trialling a flexible service that uses a smaller vehicle. This trial could be undertaken as part of simplifying the Bellarine Peninsula or Surf Coast bus network.
 - Encourage the building of transport hubs, particularly the urban interchange at North Shore station.
 - Advocate to PTV to provide a high quality connection between central Werribee, East Werribee Employment Precinct and the G21 region when Regional Rail Link opens.
 - Support a network of principal grid services for urban Geelong.
 - Support simplification of the bus network, beginning in Grovedale.
 - Support initiatives to improve the operation of the Moorabool Street interchange.
 - Support an increase in urban bus frequencies to 20 minute services where not already operating at this level or better.
 - Encourage Council and the Department of Transport, Planning and Local Infrastructure to pilot a Corridor Planning Study to consider long-term transport and land use integration opportunities along a major public transport route.

6. G21 REGION PUBLIC TRANSPORT STRATEGY (CONT'D)

- Following review by all members of the Project Steering Committee, the draft Strategy has now been recommended for noting by Councils in advance of formal exhibition.

Environmental Implications

The G21 Region Public Transport Strategy recognises the environmental value of public transport. Its key environmental measure is to support increased public transport mode share through network improvement initiatives such as increased service frequency and availability. A number of supporting measures are targeted at facilitating public transport access by sustainable modes such as bicycles.

Financial Implications

The G21 Region Public Transport Strategy does not commit Council to specific financial expenditures, however it includes actions to enhance bus stop infrastructure under Council management and control without specific timeframes. The action identifies that this should be done through an evidence-based prioritised bus stop improvement program developed in conjunction with Public Transport Victoria. Council will manage its future financial outlays in line with normal Council budget processes.

No impact to budget.

Policy/Legal/Statutory Implications

The G21 Region Public Transport Strategy is an advocacy document, explicitly aligned with the Transport Integration Act framework for the development of transport strategy and policy in Victoria. The stakeholder engagement process was undertaken in accordance with the principles of the Act and is considered to be a good example of community engagement approaches.

The policy implications of the Strategy are considered to be positive.

Alignment to City Plan

The G21 Region Public Transport Strategy aligns with the City Plan themes of Community Wellbeing, Growing our Economy, and Sustainable Built and Natural Environment. These themes are addressed by identifying a public transport network strategy that supports increased public transport use to access employment and community services.

Officer Direct or Indirect Interest

Officers involved in the development of the Implementation Plan or the preparation of this report do not have a direct or indirect interest in this matter.

Risk Assessment

There are no notable residual risks associated with the report recommendation or G21 Region Public Transport Strategy.

Stakeholder risk has been mitigated throughout the process by a documented and transparent public engagement process, and by inclusion of key State government agency Public Transport Victoria in the project steering committee.

6. G21 REGION PUBLIC TRANSPORT STRATEGY (CONT'D)

Social Considerations

The G21 Region Public Transport Strategy recommends extensive improvements in the availability and quality of public transport and explicitly recognises that the social objectives of public transport services in Regional Victoria are critically important. The first Theme of the Strategy "Access for All" addresses social inclusion through disability access improvements and enhancements to service availability generally.

The Strategy advocates for PTV to develop and implement policy to provide a minimum level of service to all townships in the G21 Region.

Human Rights Charter

The G21 Region Public Transport Strategy enhances a number of human rights considerations including: freedom of movement, through a focus on improved public transport services and active transport linkages; freedom of expression and taking part in public life, by providing a range of opportunities for the community to view, inform and make comment on the Plan; right to privacy by protecting confidentiality or release of personal information received through submissions or feedback.

Consultation and Communication

The strategy development process placed community engagement central to the process, and delivered a structured and staged process. The key elements were:

- A stakeholder engagement workshop was held with stakeholders from across the Region who had a direct interest in the Strategy.
- Community forums were held in each local government area with an audience selected and invited from the community. Approximately one-third of participants were local stakeholders; one-third were specially invited on the basis that they were part of social groups who usually did not attend forums (for example, students); and one-third responded to advertising and information about the forums.
- The website provided a discussion forum, survey and background information on the Strategy, and provided another forum to explore the key strategic questions asked at the stakeholder engagement workshop and community forums.
- The Summit brought together participants from the stakeholder engagement workshop, community forums and website as well as other members of the G21 Region. It tested the strategic objectives and Action Plan presented in this Strategy through interactive voting technology.
- The strategy development has been supported by:
 - o Media releases and doorstops from G21 Region Chief Executive Elaine Carbines
 - o Newspaper advertising
 - o Flyers and brochures
 - o Active promotion of word of mouth and social media uptake to drive turnout at the community forums and the Summit

Process for exhibition and adoption

- The Strategy exhibition process is proposed to be supported with a media release, reactivation of the project website, and supporting communication in Council publications.
- Submissions will be received through various channels including the project website, email and hard copy. The proposed exhibition program is from late February to March.
- G21 will collate the submissions and a report to G21 on the final strategy's adoption will be submitted in April 2014.



G21 REGION

PUBLIC TRANSPORT STRATEGY

FEBRUARY 2014 / DRAFT

TRANSPORT PILLAR

G21 IS THE FORMAL ALLIANCE OF GOVERNMENT, BUSINESS AND COMMUNITY ORGANISATIONS, WORKING TOGETHER TO IMPROVE PEOPLE'S LIVES IN THE GEELONG REGION ACROSS FIVE MEMBER MUNICIPALITIES – COLAC OTWAY, GOLDEN PLAINS, GREATER GEELONG, QUEENSCLIFFE AND SURF COAST.

This is the second G21 region Public Transport Strategy. It sets out goals, long-term strategic directions and a four year Action Plan for public transport in the G21 region of Victoria.

EXECUTIVE SUMMARY

The G21 Public Transport Strategy (2013) has the goal of **increasing utilisation of public transport**, and in turn:

- reducing traffic congestion
- improving the environment
- overcoming social isolation.

This strategy has been developed in close collaboration with G21 region stakeholders and the G21 region community. Following a review of the G21 Integrated Public Transport Strategy (2008) and current policy, the community was consulted about different possible ways to develop public transport in the G21 region. From this consultation, strategic objectives have been developed that reflect the different needs of communities across the G21 region. A series of actions that can be delivered within the next four years to progress the strategic objectives are detailed in the Action Plan.

The strategy's objectives were developed through four related programs of stakeholder and community engagement:

- » A stakeholder engagement workshop was held with stakeholders from across the region who had a direct interest in the strategy.
- » Community forums were held in each local government area with an audience selected and invited from the community. Approximately one-third of participants were local stakeholders; one-third were specifically invited on the basis that they were part of social groups who usually did not attend forums (for example, students); and one-third responded to advertising and information about the forums.
- » The website provided a discussion forum, survey and background information on the strategy, and provided another forum to explore the key strategic questions asked at the stakeholder engagement workshop and community forums.
- » The Summit brought together participants from the stakeholder engagement workshop, community forums and website as well as other members of the G21 region. It tested the strategic objectives and action plan presented in this strategy through interactive voting technology.

FROM THIS PROCESS, THE G21 REGION HAS ESTABLISHED ITS FOUR STRATEGIC OBJECTIVES:

1 ACCESS FOR ALL

THE G21 REGION ADVOCATES THAT A BASE LEVEL OF SERVICE SHOULD BE AVAILABLE TO ALL ACROSS THE REGION, AND THAT ALL SERVICES SHOULD BE ACCESSIBLE TO POTENTIAL USERS.

2 A WELL CONNECTED REGION

THE G21 REGION SEEKS A PUBLIC TRANSPORT NETWORK THAT WILL SERVE THE NEED FOR ACCESS TO AND BETWEEN THE REGION'S CENTRES.

3 URBAN PUBLIC TRANSPORT FOR AN URBAN CENTRE

THE G21 REGION SUPPORTS DEVELOPING A 'GO ANYWHERE' PUBLIC TRANSPORT NETWORK IN GEELONG BY RESHAPING AND SIMPLIFYING THE CURRENT NETWORK.

4 IMPROVING INFORMATION, PLANNING AND PARTNERSHIPS

THE G21 REGION WILL TAKE A LEADERSHIP ROLE IN FINDING NEW WAYS TO IMPLEMENT BETTER PUBLIC TRANSPORT, SOONER.

WHAT IS PUBLIC TRANSPORT?

In the G21 Region Public Transport Strategy, 'public transport' refers to the network of rail, coach, bus and ferry services in the Region. The strategy does not directly address 'community transport' services which are tailored to the needs of particular groups or individuals in the Region, but the important relationship between 'public' and 'community' transport is recognised and addressed.

EXECUTIVE SUMMARY (CONTINUED)

THE G21 REGION SUMMARY OF OBJECTIVES

Summary of Objective	Over the 20 year life of the Strategy...	Fit with Transport Integration Act	Fit with G21 regional Growth Plan	Level of support for draft version at Summit
"ACCESS FOR ALL"	...public transport should be extended to all townships in the G21 region, and be accessible to all users	» Economic prosperity ✓ Social and economic inclusion » Transport resource efficiency and environmental sustainability	» Optimise infrastructure and consolidate » Live, work and participate locally ✓ Unique and connected communities ✓ Accessible transport choices	87% agreed or strongly agreed.
"A WELL CONNECTED REGION"	...all major centres should be connected, directly or via other centres. The Melbourne – Geelong railway should develop into a regular and reliable intercity commuter rail service.	✓ Economic prosperity ✓ Social and economic inclusion ✓ Transport resource efficiency and environmental sustainability	✓ Optimise infrastructure and consolidate ✓ Live, work and participate locally ✓ Unique and connected communities ✓ Accessible transport choices	93% agreed or strongly agreed.
"URBAN PUBLIC TRANSPORT FOR AN URBAN CENTRE"	...Geelong's urban public transport should become a direct, frequent and simple urban network.	✓ Economic prosperity » Social and economic inclusion ✓ Transport resource efficiency and environmental sustainability	✓ Optimise infrastructure and consolidate » Live, work and participate locally » Unique and connected communities ✓ Accessible transport choices	83% agreed or strongly agreed.
"IMPROVE INFORMATION, PLANNING AND PARTNERSHIPS"	...the region's partners should deliver better public transport sooner, and know more about its users and market.	✓ Economic prosperity » Social and economic inclusion ✓ Transport resource efficiency and environmental sustainability	✓ Optimise infrastructure and consolidate » Live, work and participate locally » Unique and connected communities ✓ Accessible transport choices	80% agreed or strongly agreed.

THE G21 REGION'S FOUR YEAR ACTION PLAN

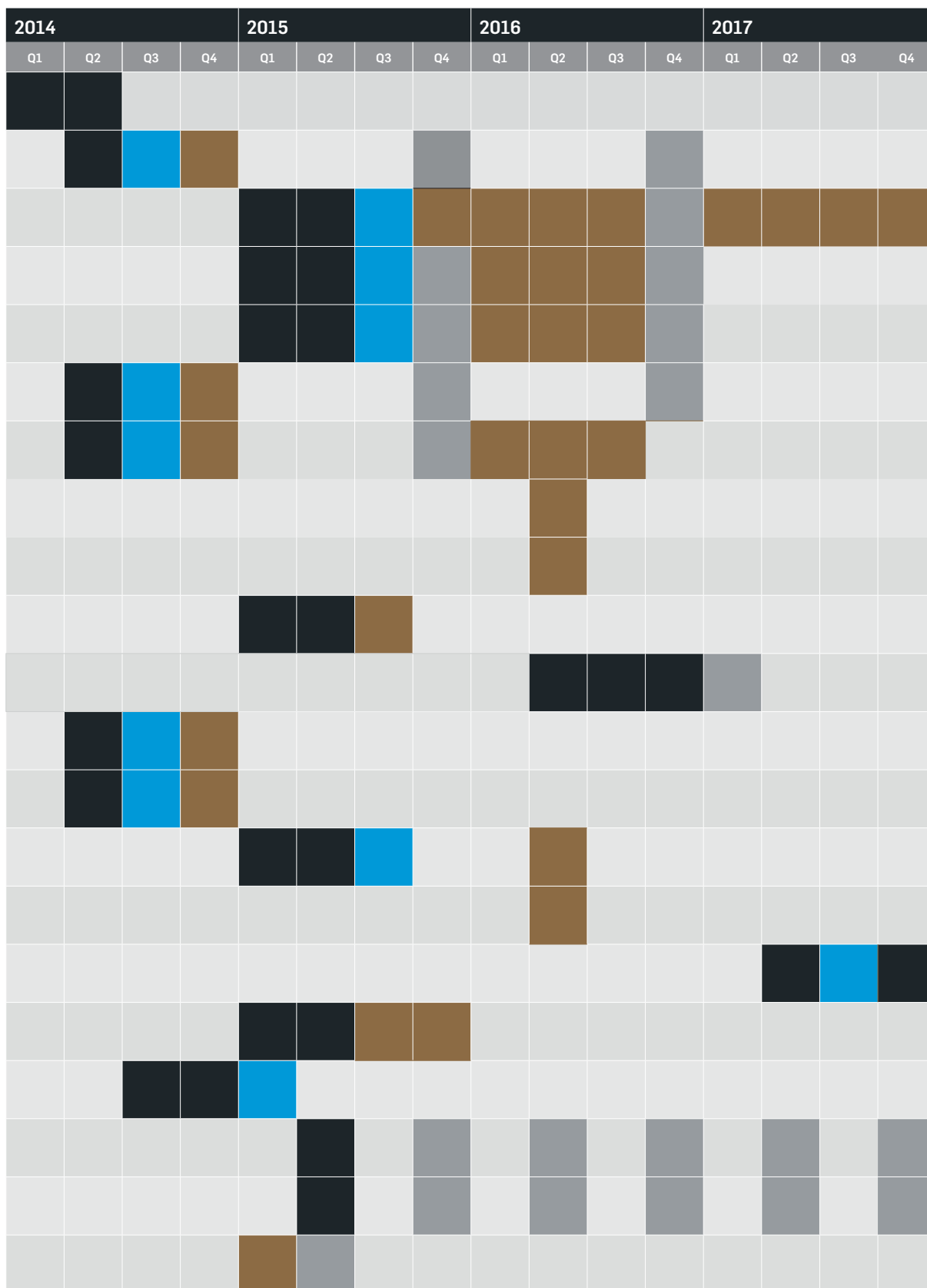
The G21 region will...

- » Advocate to PTV to develop a policy on regional public transport service levels for smaller communities. The policy would outline the minimum levels of public transport service and use that can be expected in G21 region communities.
 - » Advocate prioritising new services to settlements with high numbers of younger or older persons or high socio-economic disadvantage.
 - » Collaborate with PTV to develop a plan to improve bus stop access and facilities, based on evidence about stop usage and needs.
 - » Encourage PTV and coach operators to research and trial new vehicles for longer distance bus services in the region, with better accessibility and more luggage storage.
 - » Support trialling a flexible service that uses a smaller vehicle. This trial could be undertaken as part of simplifying the Bellarine Peninsula or Surf Coast bus network (see "A well connected region").
-
- » Advocate for an urgent boost to weekend services to at least five services per day.
 - » Encourage the building of transport hubs, particularly in major regional towns and at urban interchanges.
 - » Seek a simpler 'clockface' rail and bus timetable and encourage this as a goal of the Regional Rail Link 2016 timetable.
 - » Advocate to PTV to provide a high quality connection between central Werribee, East Werribee Employment Precinct and the G21 region when Regional Rail Link opens.
 - » Advocate for an increase in service levels between Geelong, Colac, Warrnambool, Ballarat (serving Bannockburn) and Apollo Bay to five services daily in the short-term, using coaches primarily but trains where feasible.
 - » Request PTV publish a Rail Corridor Development Plan for the Geelong Rail Line.
-
- » Support a network of principal grid services for urban Geelong.
 - » Support simplification of the bus network, beginning in Grovedale.
 - » Support initiatives to improve the operation of the Moorabool Street interchange.
 - » Support an increase in urban bus frequencies to 20 minute services where not already operating at this level or better.
 - » Encourage City of Greater Geelong and the Department of Transport, Planning and Local Infrastructure to pilot a Corridor Planning Study to consider long-term transport and land use integration opportunities along a major public transport route.
-
- » Advocate for PTV to prioritise the development of a real time information system for G21 region bus services.
 - » Collaborate with the Victorian Government to develop a policy framework that enables multiple funding partners to establish or upgrade a PTV administered public transport service.
 - » Support PTV to undertake a regular market research and customer satisfaction survey across the G21 region.
 - » Collaborate with the Victorian Government to share more data about public transport.
 - » Encourage PTV to research to measure the benefits of public transport in the region, focusing on the relationship between economic and social outcomes, to strengthen the evidence base for the business case for investment.

EXECUTIVE SUMMARY (CONTINUED)

THE G21 REGION'S DETAILED FOUR YEAR ACTION PLAN

Action
Advocate to PTV to develop a policy on regional public transport service levels for smaller communities. The policy would outline the minimum levels of public transport service and use that can be expected in G21 region communities.
Advocate prioritising new services to settlements with high numbers of younger or older persons or high socio-economic disadvantage.
Collaborate with PTV to develop a plan to improve bus stop access and facilities, based on evidence about stop usage and needs.
Encourage PTV and coach operators to research and trial new vehicles for longer distance bus services in the region, with better accessibility and more luggage storage.
Support trialling a flexible service that uses a smaller vehicle. This trial could be undertaken as part of simplifying the Bellarine Peninsula or Surf Coast bus network (see "A well connected region").
Advocate for an urgent boost to weekend services to at least five services per day.
Encourage the building of transport hubs, particularly in major regional towns and at urban interchanges.
Seek a simpler 'clockface' rail and bus timetable and encourage this as a goal of the Regional Rail Link 2016 timetable.
Advocate to PTV to provide a high quality connection between central Werribee, East Werribee Employment Precinct and the G21 region when Regional Rail Link opens.
Advocate for an increase in service levels between Geelong, Colac, and Warrnambool, Ballarat (serving Bannockburn) and Apollo Bay to five services daily in the short-term, using coaches primarily but trains where feasible.
Request PTV publish a Rail Corridor Development Plan for the Geelong Rail Line.
Support a network of principal grid services for urban Geelong.
Support simplification of the bus network, beginning in Grovedale.
Support initiatives to improve the operation of the Moorabool Street interchange.
Support an increase in urban bus frequencies to 20 minute intervals where not already operating at this level or better.
Encourage City of Greater Geelong and the Department of Transport, Planning and Local Infrastructure to pilot a Corridor Planning Study to consider long-term transport and land use integration opportunities along a major public transport route.
Advocate for PTV to prioritise the development of a real time information system for G21 region bus services.
Collaborate with the Victorian Government to develop a policy framework that enables multiple funding partners to establish or upgrade a PTV administered public transport service.
Support PTV to undertake the establishment of a regular market research and customer satisfaction survey across the G21 region.
Collaborate with the Victorian Government to share more data about public transport.
Encourage PTV to research to measure the benefits of public transport in the region, focusing on the relationship between economic and social outcomes, to strengthen the evidence base for the business case for investment.



LEGEND

- Planning and business case phase
- Community consultation phase
- Implementation phase
- Governance and reporting phase

EXECUTIVE SUMMARY (CONTINUED)



BENEFITS OF THE ACTION PLAN FOR COLAC OTWAY

Actions that benefit the whole region

- » Advocate to PTV to develop a policy on regional public transport service levels for smaller communities. The policy would outline the minimum levels of public transport service and use that can be expected in G21 region communities.
- » Advocate prioritising new services to settlements with high numbers of younger or older persons or high socio-economic disadvantage.
- » Collaborate with PTV to develop a plan to improve bus stop access and facilities, based on evidence about stop usage and needs.
- » Advocate for an urgent boost to weekend services to at least five services per day.
- » Seek a simpler 'clockface' rail and bus timetable and encourage this as a goal of the Regional Rail Link 2016 timetable.
- » Request PTV publish a Rail Corridor Development Plan for the Geelong Rail Line.
- » Advocate for PTV to prioritise the development of a real time information system for G21 region bus services.
- » Collaborate with the Victorian Government to develop a policy framework that enables multiple funding partners to establish or upgrade a PTV administered public transport service.
- » Support PTV to undertake a regular market research and customer satisfaction survey across the G21 region.
- » Collaborate with the Victorian Government to share more data about public transport.
- » Encourage research to measure the benefits of public transport in the region, focusing on the relationship between economic and social outcomes, to strengthen the evidence base for the business case for investment.

Actions that particularly benefit Colac-Otway

- » Encourage PTV and coach operators to research and trial new vehicles for longer distance bus services in the region, with better accessibility and more luggage storage.
- » Encourage the building of transport hubs, particularly in major regional towns.
- » Advocate for an increase in service levels between Geelong, Colac, Warrnambool, Ballarat (serving Bannockburn) and Apollo Bay to five services daily in the short-term, using coaches primarily but trains where feasible.



BENEFITS OF THE ACTION PLAN FOR GOLDEN PLAINS

Actions that benefit the whole region

- » Advocate to PTV to develop a policy on regional public transport service levels for smaller communities. The policy would outline the minimum levels of public transport service and use that can be expected in G21 region communities.
- » Advocate prioritising new services to settlements with high numbers of younger or older persons or high socio-economic disadvantage.
- » Collaborate with PTV to develop a plan to improve bus stop access and facilities, based on evidence about stop usage and needs.
- » Advocate for an urgent boost to weekend services to at least five services per day.
- » Seek a simpler 'clockface' rail and bus timetable and encourage this as a goal of the Regional Rail Link 2016 timetable.
- » Request PTV publish a Rail Corridor Development Plan for the Geelong Rail Line.
- » Advocate for PTV to prioritise the development of a real time information system for G21 region bus services.
- » Collaborate with the Victorian Government to develop a policy framework that enables multiple funding partners to establish or upgrade a PTV administered public transport service.
- » Support PTV to undertake a regular market research and customer satisfaction survey across the G21 region.
- » Collaborate with the Victorian Government to share more data about public transport.
- » Encourage research to measure the benefits of public transport in the region, focusing on the relationship between economic and social outcomes, to strengthen the evidence base for the business case for investment.

Actions that particularly benefit Golden Plains

- » Encourage PTV and coach operators to research and trial new vehicles for longer distance bus services in the region, with better accessibility and more luggage storage.
- » Encourage the building of transport hubs, particularly in major regional towns e.g. Bannockburn.
- » Advocate to PTV to provide a high quality connection between central Werribee, East Werribee Employment Precinct and G21 region when Regional Rail Link opens.
- » Advocate for an increase in service levels between Geelong, Colac, Warrnambool, Ballarat (serving Bannockburn) and Apollo Bay to five services daily in the short-term, using coaches primarily but trains where feasible.

EXECUTIVE SUMMARY (CONTINUED)



BENEFITS OF THE ACTION PLAN FOR GREATER GEELONG

Actions that benefit the whole region

- » Collaborate with PTV to develop a plan to improve bus stop access and facilities, based on evidence about stop usage and needs.
- » Advocate for an urgent boost to weekend services to at least five services per day.
- » Seek a simpler 'clockface' rail and bus timetable and encourage this as a goal of the Regional Rail Link 2016 timetable.
- » Request PTV publish a Rail Corridor Development Plan for the Geelong Rail Line.
- » Advocate for PTV to prioritise the development of a real time information system for the G21 region bus services.
- » Collaborate with the Victorian Government to develop a policy framework that enables multiple funding partners to establish or upgrade a PTV administered public transport service.
- » Support PTV to undertake a regular market research and customer satisfaction survey across the G21 region.
- » Collaborate with the Victorian Government to share more data about public transport.
- » Encourage research to measure the benefits of public transport in the region, focusing on the relationship between economic and social outcomes, to strengthen the evidence base for the business case for investment.

Actions that particularly benefit Greater Geelong

- » Support trialling a flexible service that uses a smaller vehicle. This trial could be undertaken as part of simplifying the Bellarine Peninsula or Surf Coast bus network (see "A well connected region").
- » Encourage the building of transport hubs, particularly the urban interchange at North Shore station.
- » Advocate to PTV to provide a high quality connection between central Werribee, East Werribee Employment Precinct and the G21 region when Regional Rail Link opens.
- » Support a network of principal grid services for urban Geelong.
- » Support simplification of the bus network, beginning in Grovedale.
- » Support initiatives to improve the operation of the Moorabool Street interchange.
- » Support an increase in urban bus frequencies to 20 minute services where not already operating at this level or better.
- » Encourage Council and the Department of Transport, Planning and Local Infrastructure to pilot a Corridor Planning Study to consider long-term transport and land use integration opportunities along a major public transport route.



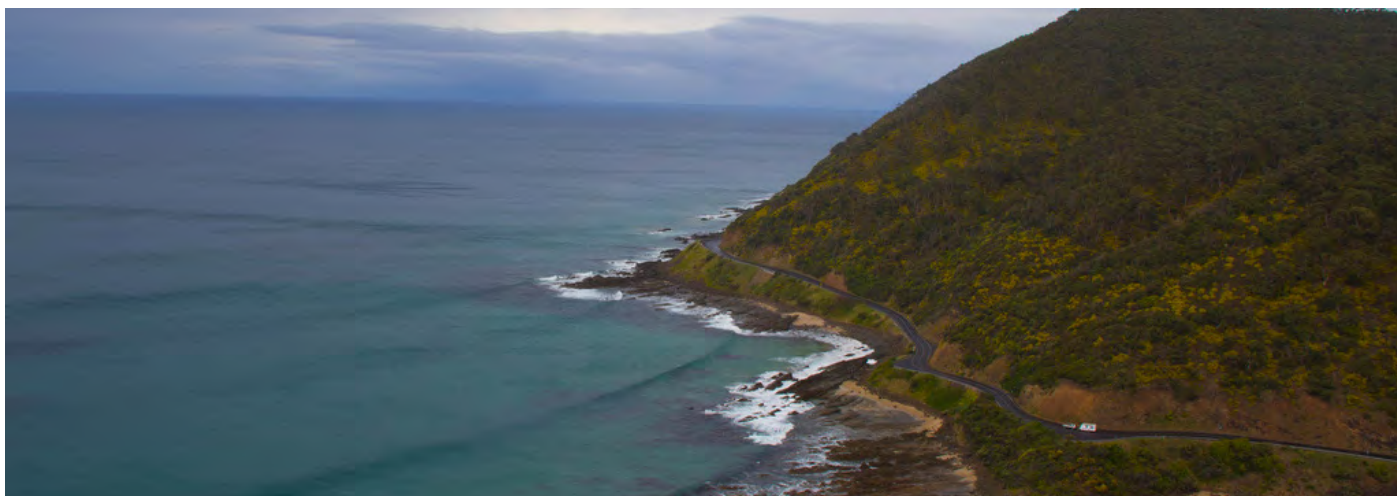
BENEFITS OF THE ACTION PLAN FOR QUEENSCLIFFE

Actions that benefit the whole region

- » Collaborate with PTV to develop a plan to improve bus stop access and facilities, based on evidence about stop usage and needs.
- » Advocate for an urgent boost to weekend services to at least five services per day.
- » Seek a simpler 'clockface' rail and bus timetable and encourage this as a goal of the Regional Rail Link 2016 timetable.
- » Request PTV publish a Rail Corridor Development Plan for the Geelong Rail Line.
- » Advocate for PTV to prioritise the development of a real time information system for G21 region bus services.
- » Collaborate with the Victorian Government to develop a policy framework that enables multiple funding partners to establish or upgrade a PTV administered public transport service.
- » Support PTV to undertake a regular market research and customer satisfaction survey across the G21 region.
- » Collaborate with the Victorian Government to share more data about public transport.
- » Encourage research to measure the benefits of public transport in the region, focusing on the relationship between economic and social outcomes, to strengthen the evidence base for the business case for investment.

Actions that particularly benefit Queenscliffe

- » Encourage PTV and coach operators to research and trial new vehicles for longer distance bus services in the region, with better accessibility and more luggage storage.
- » Support trialling a flexible service that uses a smaller vehicle. This trial could be undertaken as part of simplifying the Bellarine Peninsula or Surf Coast bus network (see "A well connected region").



BENEFITS OF THE ACTION PLAN FOR SURF COAST

Actions that benefit the whole region

- » Advocate to PTV to develop a policy on regional public transport service levels for smaller communities. The policy would outline the minimum levels of public transport service and use that can be expected in G21 region communities.
- » Advocate prioritising new services to settlements with high numbers of younger or older persons or high socio-economic disadvantage.
- » Collaborate with PTV to develop a plan to improve bus stop access and facilities, based on evidence about stop usage and needs.
- » Advocate for an urgent boost to weekend services to at least five services per day.
- » Seek a simpler 'clockface' rail and bus timetable and encourage this as a goal of the Regional Rail Link 2016 timetable.
- » Request PTV publish a Rail Corridor Development Plan for the Geelong Rail Line, including potential extension to Torquay.
- » Advocate for PTV to prioritise the development of a real time information system for G21 region bus services.
- » Collaborate with the Victorian Government to develop a policy framework that enables multiple funding partners to establish or upgrade a PTV administered public transport service.
- » Support PTV to undertake a regular market research and customer satisfaction survey across the G21 region.
- » Collaborate with the Victorian Government to share more data about public transport.
- » Encourage research to measure the benefits of public transport in the region, focusing on the relationship between economic and social outcomes, to strengthen the evidence base for the business case for investment.

Actions that particularly benefit the Surf Coast

- » Encourage PTV and coach operators to research and trial new vehicles for longer distance bus services in the region, with better accessibility and more luggage storage.
- » Support trialling a flexible service that uses a smaller vehicle. This trial could be undertaken as part of simplifying the Bellarine Peninsula or Surf Coast bus network (see "A well connected region").
- » Encourage the building of transport hubs, particularly in major regional towns.
- » Advocate for an increase in service levels between Geelong, Colac, Warrnambool, Ballarat (serving Bannockburn) and Apollo Bay to five services daily in the short-term, using coaches primarily but trains where feasible.

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1.0 INTRODUCTION



1.1 PURPOSE

The G21 Region Public Transport Strategy sets out goals, long-term strategic directions and a four year Action Plan for public transport in the G21 region of Victoria.

G21 - Geelong Region Alliance is the formal alliance of government, business and community organisations working together to improve the lives of people within a region of five municipalities - Colac Otway, Golden Plains, Greater Geelong, Queenscliff and Surf Coast, shown in Figure 1.

FIGURE 1 - THE G21 REGION (SOURCE: G21 REGIONAL GROWTH PLAN)



1.0 INTRODUCTION

1.2 STUDY BACKGROUND

This is the second G21 Region Public Transport Strategy. It was developed from the G21 Integrated Public Transport Strategy (2008)¹ jointly prepared by the G21 Geelong Region Alliance and the Department of Transport.

The 2008 strategy has largely been implemented. As a result, the G21 region has decided to review the original strategy and develop a new one.

The study timing also coincides with the release of the G21 Regional Growth Plan², the major strategic document guiding land use planning in the region, as well as aligning with a series of local transport studies currently underway, such as the Geelong Central Links Study and the Port and Land Access Study.

The aim of the G21 Region Public Transport Strategy (2013) is:

to effectively plan for and respond to public transport opportunities and challenges as the population of the G21 region heads towards 500,000 people.

The strategy has the overall goal of **increasing utilisation of public transport**, and in turn:

- reducing traffic congestion
- improving the environment
- overcoming social isolation.

This strategy differs from a public transport Network Development Plan. It does not examine the details of bus networks in terms of streets served, stop locations and timetables. It does, however, outline the G21 region’s aspirations about how the G21 region, Public Transport Victoria (PTV) and other stakeholders can collaborate to develop the public transport network over time as PTV prepares more detailed strategies and plans, and outlines the G21 region’s priorities that it will advocate for.

1.3 APPROACH TO STRATEGY DEVELOPMENT

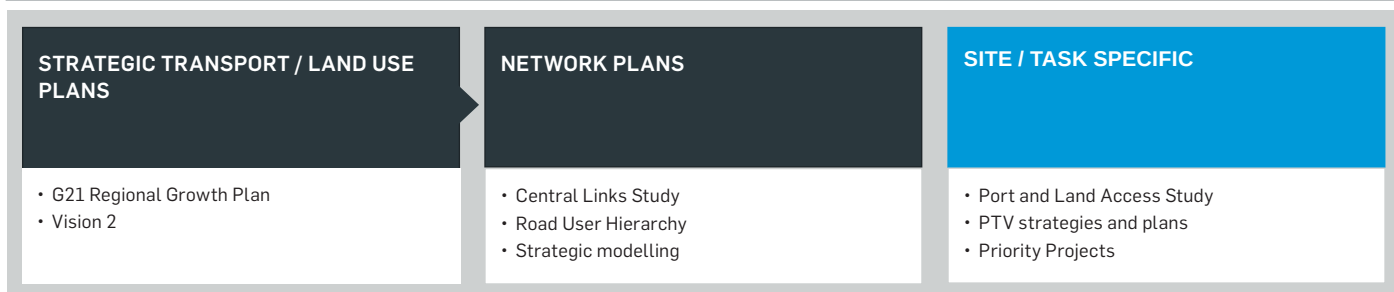
This strategy has been developed in close collaboration with G21 region stakeholders and the G21 region community. Figure 2 summarises the strategy development process.



Stakeholders and the community have been consulted on different ways to develop public transport in the G21 region. From this consultation, strategic objectives have been developed that reflect the different needs of communities across the G21 region. A series of actions that can be delivered within the next four years to progress the strategic objectives are detailed in the action plan.

As part of this process, other important studies and plans affecting the G21 region, have been reviewed to consider how they best incorporate them into this strategy. These are summarised in Figure 3. The major regional strategies are discussed in greater detail in Chapter 2.0.

FIGURE 3 - SUMMARY OF KEY INTERFACE STRATEGIES



The fundamental question explored in the engagement process was essentially ‘What type of public transport network is needed in the G21 region?’ Public transport networks can be categorised as:

- metro / grid / frequent networks, where the various lines that make up the network are frequent, and passengers often have to make transfers between the lines to reach destinations
- hub and spoke / pulse networks, where less frequent services meet at central interchange locations to allow for convenient connections
- social transit designs – loops and coverage services that are low frequency but run close to residents and key destinations
- hybrid networks combining elements of the above.

Each of these approaches has advantages and disadvantages and result in different outcomes for customers and communities.

Finding a balance between these network options was the key purpose of community consultation. The process enabled the community to explore the trade-offs involved in public transport planning and to identify their priorities.

WHAT IS PUBLIC TRANSPORT?

In the G21 Region Public Transport Strategy, ‘public transport’ refers to the network of rail, coach, bus and ferry services in the Region. The strategy does not directly address ‘community transport’ services which are tailored to the needs of particular groups or individuals in the Region, but the important relationship between ‘public’ and ‘community’ transport is recognised and addressed.

The consultation was based on a ‘world café’ approach, with participants managing their discussions and documentation in a facilitated process. The audience was selected and invited from the community. Approximately one-third of participants were local stakeholders; one-third were specifically invited on the basis that they were part of social groups who usually did not attend forums (for example, students); and one-third responded to advertising and information about the forums.

The forums were complemented by a stakeholder workshop, a Summit meeting at the end of the process, and an online component. The consultation was delivered by the local government areas with support from AECOM and G21.

¹G21 INTEGRATED PUBLIC TRANSPORT STRATEGY, AVAILABLE ONLINE AT [HTTP://WWW.G21.COM.AU/SITES/DEFAULT/FILES/RESOURCES/G21_INTEGRATED_PUBLIC_TRANSPORT_STRATEGY_2008.PDF](http://www.g21.com.au/sites/default/files/resources/G21_INTEGRATED_PUBLIC_TRANSPORT_STRATEGY_2008.PDF), ACCESSED 3 APRIL 2013

²G21 REGIONAL GROWTH PLAN APRIL 2013, AVAILABLE ONLINE AT [HTTP://WWW.DPCD.VIC.GOV.AU/_DATA/ASSETS/PDF_FILE/0010/145639/G21_REGIONAL_GROWTH_PLAN_-_APRIL_2013_-_LOW_RES.PDF](http://www.dpcd.vic.gov.au/_data/assets/pdf_file/0010/145639/G21_REGIONAL_GROWTH_PLAN_-_APRIL_2013_-_LOW_RES.PDF), ACCESSED 31 JULY 2013

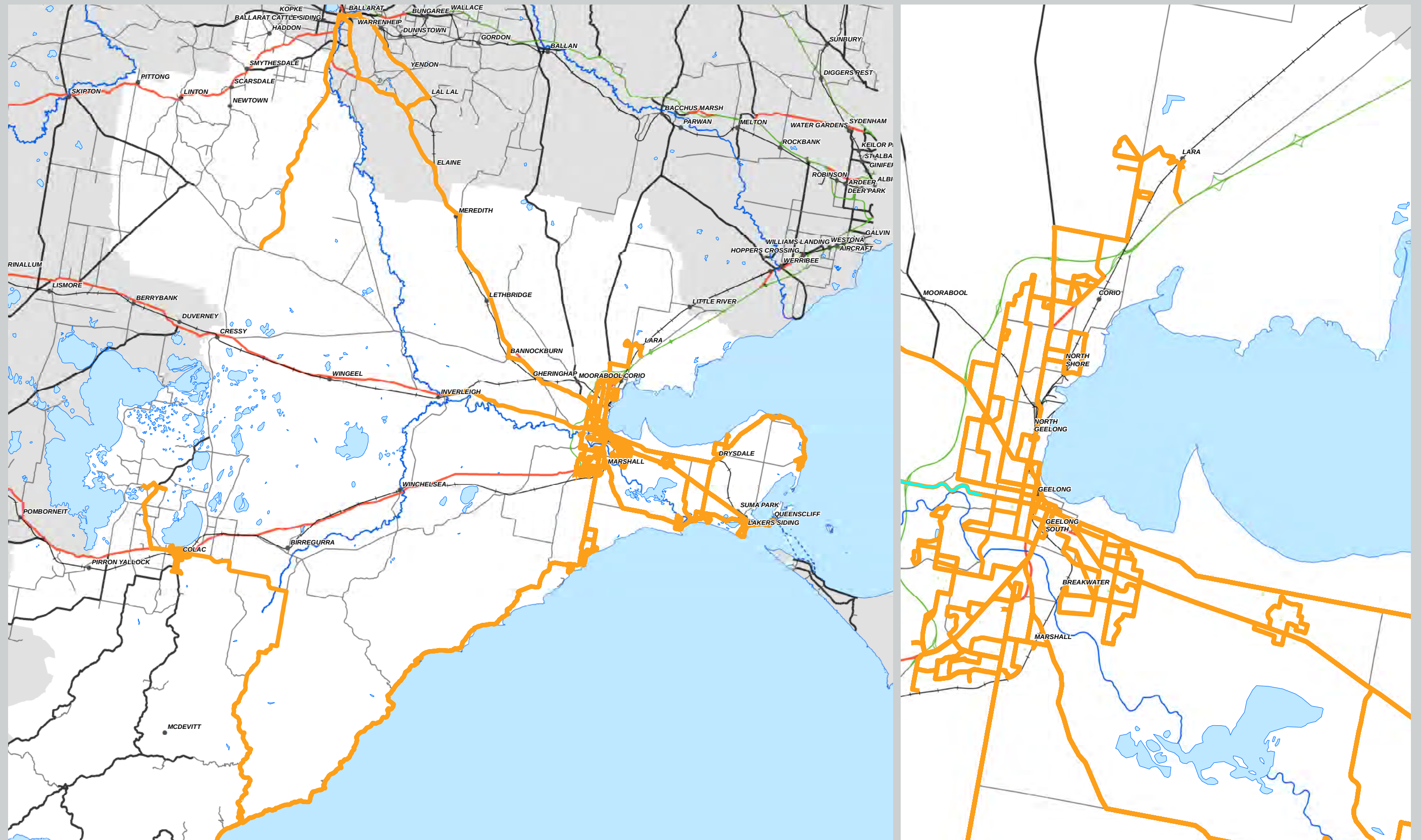
1.0 INTRODUCTION

1.4 SNAPSHOT OF EXISTING PUBLIC TRANSPORT

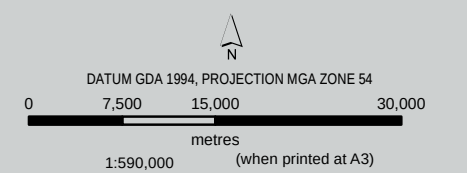
The existing public transport network is shown on the following page and summarised below. Full service details are available on PTV's website (go to www.ptv.vic.gov.au)

LINES / NETWORKS	DESCRIPTION	WEEKDAY SERVICES	WEEKEND SERVICES
Rail			
Geelong commuter rail	Regular rail services between Melbourne and Marshall (Grovedale from 2014)	Up to five services in peak hour Hourly 5am to midnight	Mostly hourly
Warrnambool rail corridor	Rail service Melbourne – Warrnambool	Three services per day	Three services per day, some by coach
Town and commuter bus			
Geelong Town	20 route network, plus Leopold service shared with Bellarine Peninsula	Range from three services per hour to hourly	
Bellarine Peninsula and Surf Coast	12 route network, seven of which run to Geelong	Variable in service levels	Four services per day on most routes
Colac Town	Three route network		
Coach and long-distance bus			
Geelong – Ballarat via Bannockburn	V/Line coach on Midland Highway route	Three trips each way	Three trips on Saturdays; two on Sundays
Geelong – Bannockburn	Intertown bus service	One trip only, to Bannockburn in mid-afternoon	None.
Colac – Apollo Bay - Marengo	Serves small Otway towns such as Forrest	Wednesdays only except in summer when three services operate on Fridays	Three daily services each way on Saturday and Sunday in Summer only
Colac – Lorne	Seasonal service	Runs in summer only	
Colac – Alvie	Route service operating at school times	Scheduled around school times	No services
Ballarat – Rokewood	Local bus service	Tuesdays and Thursdays, Fridays during school holidays	No services
Other services			
Queenscliffe – Sorrento	Ferry service	Hourly	Hourly
Geelong – Avalon Airport	Airport shuttle bus	Timed to meet flights	Timed to meet flights
Geelong –Tullamarine	Airport shuttle bus	Every 75 minutes	Variable headway from 75 to 105 minutes

FIGURE 4 - EXISTING PUBLIC TRANSPORT NETWORK



OUTLINE OF PUBLIC TRANSPORT NETWORK - G21 REGION



2.0 STRATEGIC CONTEXT



2.0 STRATEGIC CONTEXT

Existing strategies and policies affecting the G21 region have been reviewed to consider how they shape the G21 Region Public Transport Strategy.

2.1 THE TRANSPORT INTEGRATION ACT

All transport projects in Victoria, including the development of strategies like this one, need to consider the Transport Integration Act.

The Transport Integration Act sets principles for the transport network; these are shown in Figure 5.³ Identifying which principles are most relevant to understanding a community's public transport needs is an important part of developing a strategy. In the development of the G21 Region Public Transport Strategy, this has been a key focus of community and stakeholder engagement.

FIGURE 5 - THE TRANSPORT INTEGRATION ACT IN SUMMARY



³ DEPARTMENT OF TRANSPORT, "APPLYING THE TRANSPORT INTEGRATION ACT", AVAILABLE ONLINE AT [HTTP://WWW.TRANSPORT.VIC.GOV.AU/LEGISLATION/TRANSPORT-INTEGRATION-ACT/APPLYING-THE-TRANSPORT-INTEGRATION-ACT](http://www.transport.vic.gov.au/legislation/transport-integration-act/applying-the-transport-integration-act), LAST ACCESSED 4 APRIL 2013.

2.0 STRATEGIC CONTEXT

2.2 THE G21 REGIONAL GROWTH PLAN

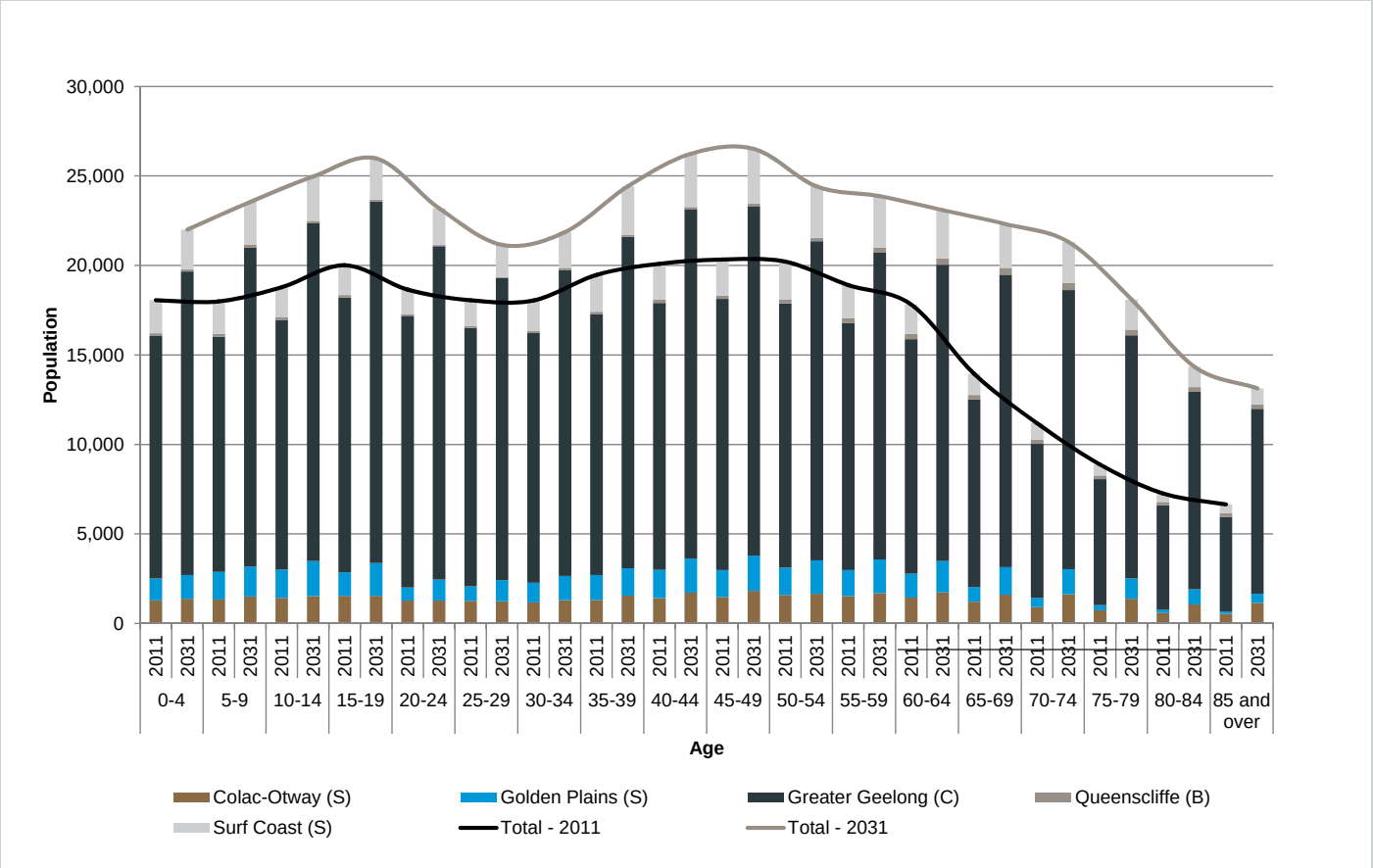
The G21 Regional Growth Plan manages growth and land use pressures to 2050. It pulls together the strategic land use and growth planning already done across the region and builds on this to identify where future residential and employment growth will occur.

The population trend underpinning the G21 Regional Growth Plan is for population growth across all age groups, with a substantial ageing of the population across the region. This trend is shown in Figure 6.

THE PLAN IDENTIFIES SIX STRATEGIC DRIVERS OF GROWTH:

- ▶ TRANSPORT
- ▶ STRONG ECONOMY AND JOB DIVERSITY
- ▶ LAND SUPPLY
- ▶ A VIBRANT AND HEALTHY CENTRAL GEELONG
- ▶ INFRASTRUCTURE
- ▶ ENVIRONMENTAL ASSETS AND CHARACTER

FIGURE 6 - DEMOGRAPHIC PROFILE FOR G21 REGION (SOURCE: VICTORIA IN FUTURE⁴)



⁴VICTORIA IN FUTURE, DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, AVAILABLE ONLINE AT [HTTP://WWW.DPCD.VIC.GOV.AU/HOME/PUBLICATIONS-AND-RESEARCH/URBAN-AND-REGIONAL-RESEARCH/CENSUS-2011/VICTORIA-IN-FUTURE-2012](http://www.dpcd.vic.gov.au/home/publications-and-research/urban-and-regional-research/census-2011/victoria-in-future-2012)

The identified residential growth areas are:

- urban Geelong including Central Geelong
- Lara
- Armstrong Creek
- Torquay/ Jan Juc
- Leopold
- Bannockburn
- Ocean Grove
- Colac
- Drysdale/ Clifton Springs
- Winchelsea.

Employment centres are identified at:

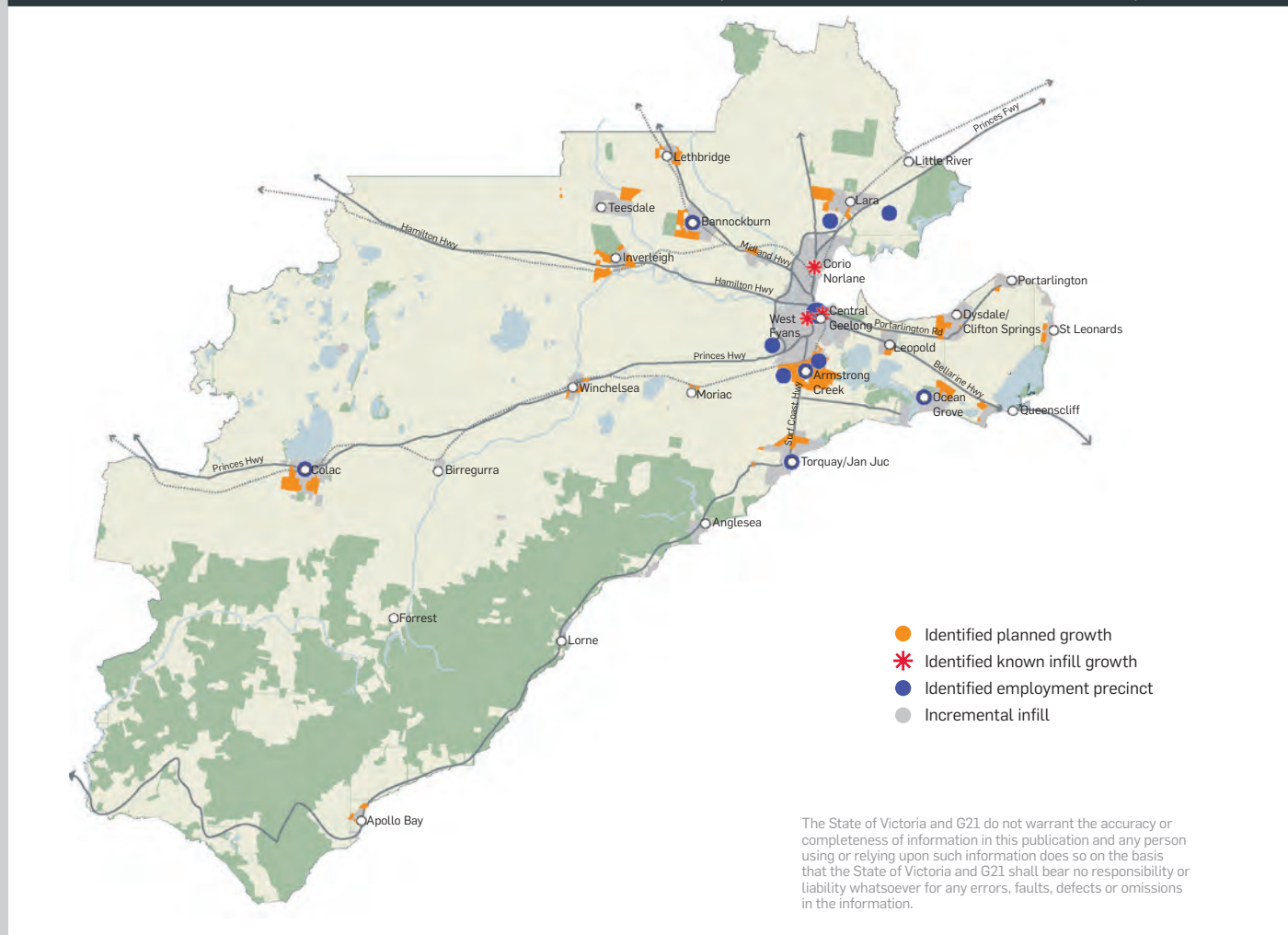
- Deakin/Marcus Oldham Education, Health and Research Hub

- Freight and logistics hub comprising Avalon Airport, Geelong Port and Geelong Ring Road Employment Precinct (GREP)
- Central Geelong
- Waurn Ponds South (long-term potential)
- Armstrong Creek employment areas and Major Activity Centre
- Other towns and centres such as Torquay, Ocean Grove, Bannockburn and Colac.

In the long-term there are options for further growth at Winchelsea and Colac, and possible medium-longer term growth areas adjacent to urban Geelong north and west of the Geelong Ring Road.

Figure 7 shows these areas.

FIGURE 7 - LOCATIONS OF POPULATION AND EMPLOYMENT GROWTH (SOURCE: G21 REGIONAL GROWTH PLAN⁵)



⁵G21 REGIONAL GROWTH PLAN APRIL 2013, AVAILABLE ONLINE AT [HTTP://WWW.DPCD.VIC.GOV.AU/_DATA/ASSETS/PDF_FILE/0010/145639/G21_REGIONAL_GROWTH_PLAN_-_APRIL_2013_-_LOW_RES.PDF](http://www.dpcd.vic.gov.au/_data/assets/pdf_file/0010/145639/G21_REGIONAL_GROWTH_PLAN_-_APRIL_2013_-_LOW_RES.PDF), ACCESSED 31 JULY 2013

2.0 STRATEGIC CONTEXT

FIGURE 8 - LOCATION OF CURRENT AND PROJECTED FUTURE POPULATION (SOURCE: AECOM BASED ON DOT/DPCD DATA)

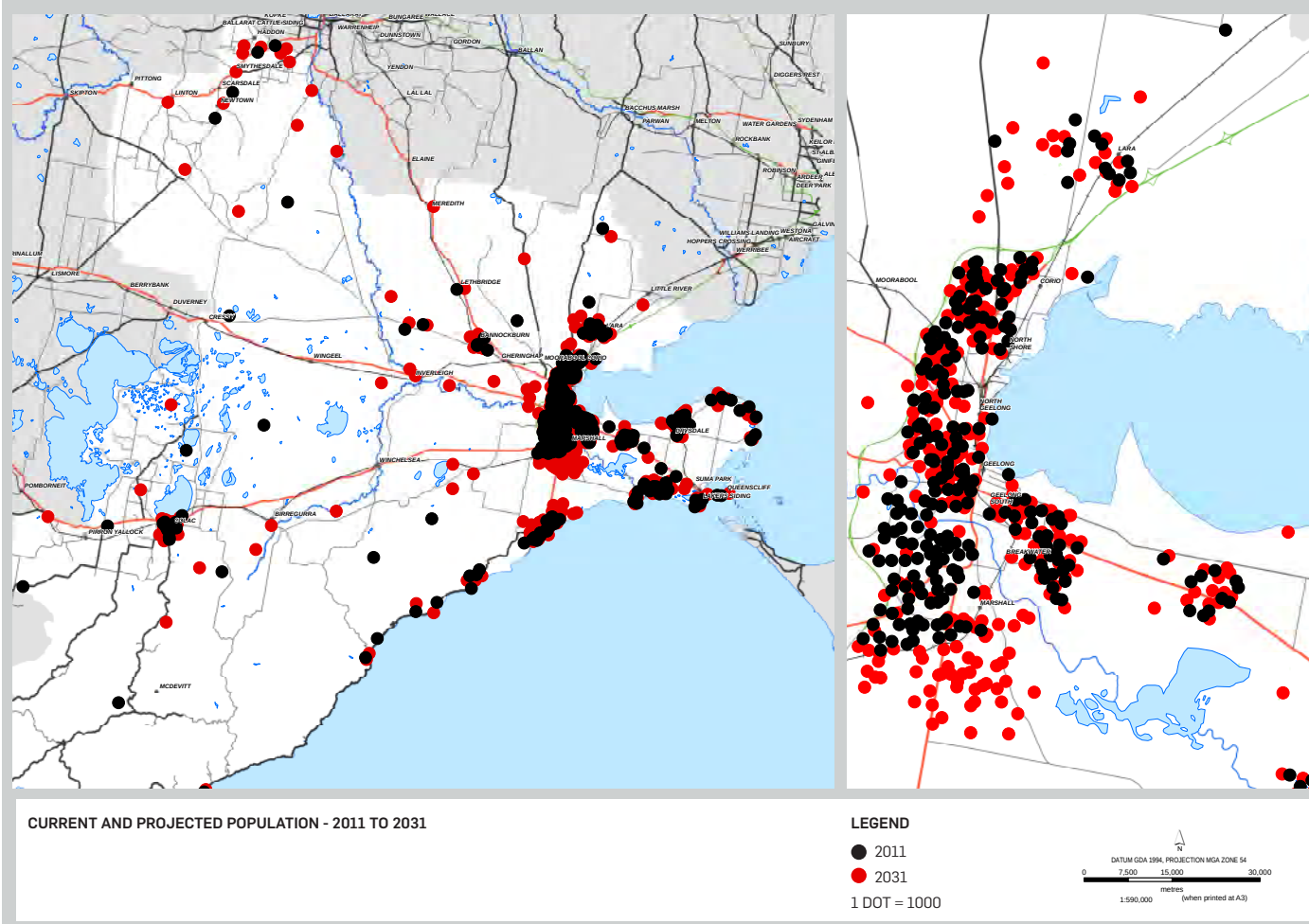


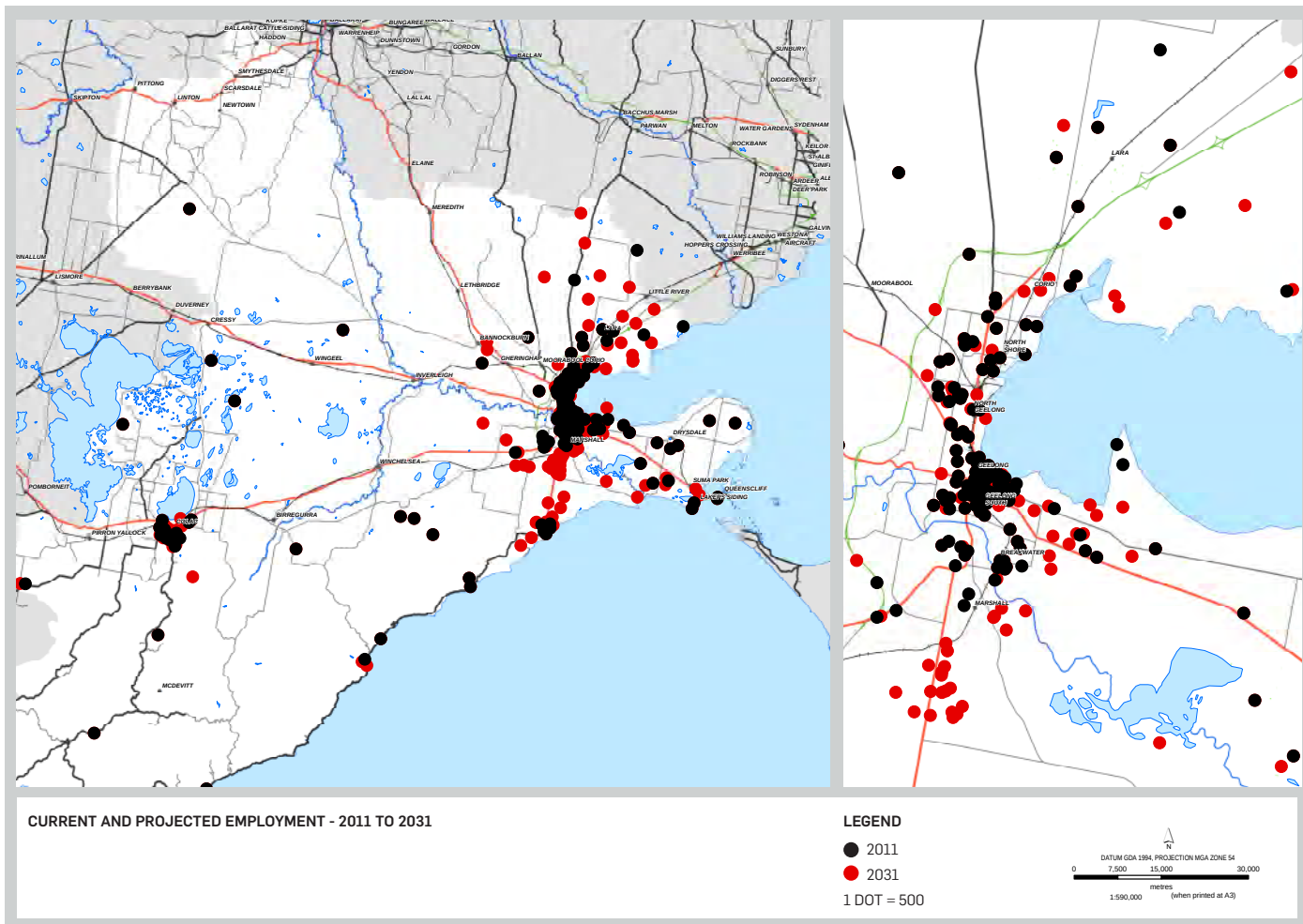
Figure 8 has been prepared based on data supplied by the Department of Transport, which in turn is based on Department of Planning and Community Development data.⁶ This map shows population in 2011 (black dots) and 2031 (red dots). Each dot represents 1000 people. Urban infill in Geelong and the growth of Armstrong Creek, Torquay and Lara are clearly shown.

It is important to note that it doesn't fully reflect the longer-term possibilities foreshadowed in the G21 Regional Growth Plan e.g. the growth of Winchelsea.

Figure 9 shows employment in 2011 (black dots) and 2031 (red dots). Each dot represents 500 jobs. The forecast suggests that employment will be generally widely dispersed across urban Geelong and concentrated in townships elsewhere in the Region. Like the population data, it doesn't fully reflect the longer term possibilities, and may need to be updated to reflect areas like the Armstrong Creek employment areas and Avalon Airport.

⁶THE DEPARTMENT OF TRANSPORT AND DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT WERE MERGED IN EARLY 2013 AND ARE NOW PART OF THE DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE.

FIGURE 9 - LOCATION OF CURRENT AND PROJECTED FUTURE EMPLOYMENT (SOURCE: AECOM BASED ON DOT/DPCD DATA)



The G21 Regional Growth Plan is based on 10 principles, of which the four shown in Table 1 are considered most applicable to public transport.

TABLE 1: PRINCIPLES IN THE REGIONAL GROWTH PLAN APPLICABLE TO PUBLIC TRANSPORT

OPTIMISE INFRASTRUCTURE AND CONSOLIDATE	» Maximise capacity and leverage off existing infrastructure and services, particularly near central retail and transport nodes.
	» Minimise additional land used for residential, commercial and industrial purposes by harnessing under utilised land and buildings in our settlements.
	» Develop new infrastructure and services to facilitate consolidation and growth.
LIVE, WORK AND PARTICIPATE LOCALLY	» Create jobs to utilise our skills within the region.
	» Promote learning of new skills to support increasing employment diversity.
	» Encourage our communities to invest and be involved in the region
UNIQUE AND CONNECTED COMMUNITIES	» People feel part of their communities and celebrate their sense of place.
	» Ensure growth enhances choice, health and wellbeing, liveability, amenity and diversity
	» Communities can easily participate in arts, culture, sport and recreation, encouraging healthy lifestyles.
	» Provide affordable access to housing, services and facilities consistent with settlement role and function.
ACCESSIBLE TRANSPORT CHOICES	» Provide a broad range of integrated and sustainable transport choices which are flexible, reliable and connect residents, workers and visitors to the services and facilities they need.

2.0 STRATEGIC CONTEXT

2.3 VISION 2

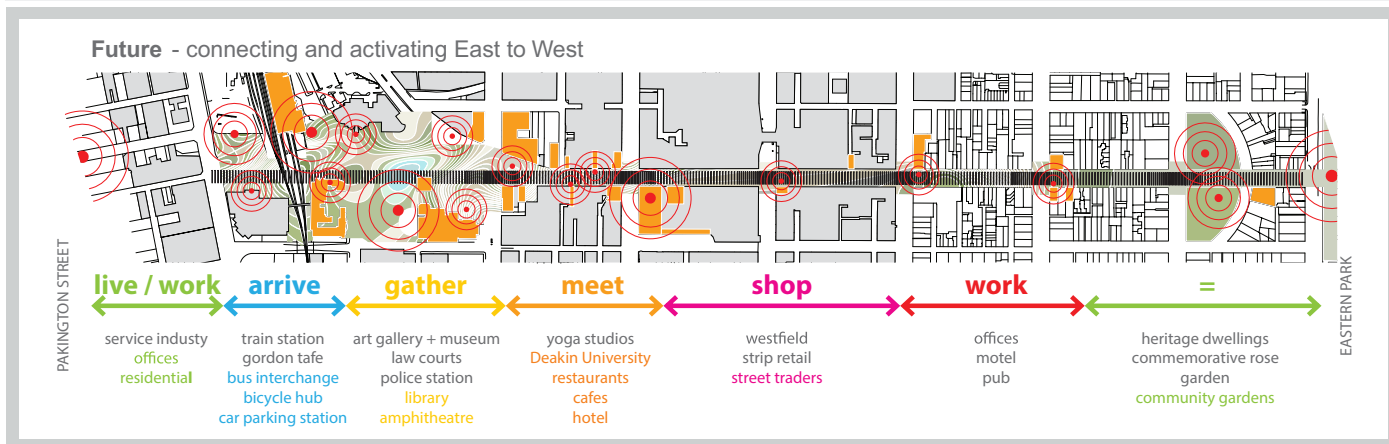
Vision 2 aims to achieve a shared vision and identify areas, strategies and opportunities that will provide momentum and investment for the next 20 years of growth in Central Geelong.

The Vision 2 process is ongoing. Most recently a draft Design Studio Report has been released.⁷

Key ideas in Vision 2 that relate to public transport include:

- a City Arrival Precinct at Geelong Station
- creation of ‘The Spine’ along Malop Street
- encourage more pedestrian activity in the city’s laneways.

FIGURE 10 - POSSIBLE FUTURE ROLE OF MALOP STREET (SOURCE: VISION 2 DRAFT DESIGN STUDIO REPORT)



THE TRANSPORT CONNECTIONS PROGRAM

Under the Victorian Government's Transport Connections Program, a range of innovative small scale projects were trialled in the G21 region. Case studies include:



The Colac-Lorne summer bus trial, which ran a frequent daily service to meet the needs of seasonal employees as well as recreational travellers. It carried on average 7.4 passengers per trip, with up to 205 passengers a day. This service has been made permanent



The Moriac summer bus loop, connecting Moriac to destinations in Geelong and Torquay, averaged fewer than two passengers per trip. It was not continued.

Other services trialled but not continued in the region include:

- ▶ BANNOCKBURN LOOP;
- ▶ LAVERS HILL TO COLAC
- ▶ QUEENSCLIFFE TO JAN JUC

⁷DESIGN STUDIO REPORT, 25 MARCH 2013

2.4 REVIEW OF THE 2008 PUBLIC TRANSPORT STRATEGY

The table below summarises the results of the G21 Integrated Public Transport Strategy (2008) Action Plan.

TABLE 2: SUMMARY OF THE 2008 PUBLIC TRANSPORT STRATEGY

Short-term initiatives	Implementation		
	Full	Part	None
Deakin direct service upgrade		✓	
Colac town service	✓		
Bannockburn regional service		Trialled	
Torquay / Jan Juc – Geelong upgrade		✓	
Queenscliffe – Ocean Grove upgrade		✓	
Lara service upgrade		✓	
Deakin via Waurn Ponds service upgrade	✓		
Geelong cross network service			✗
Hourly rail service to Melbourne	✓		
Colac & Bannockburn 'activities buses'		Alternative solutions	
Colac – Apollo Bay service upgrade		Reinstated as once weekly	
Night services / zonal mini bus		9pm services; night bus	
Long-term initiatives	Full	Part	None
Colac service coordination		Alternative solution	
Lara town service			✗
Bellarine Peninsula express services			✗
Commuter services into Lorne, Torquay, Bannockburn and Colac			✗
Direct Torquay – Deakin services			✗
Corio industrial services			✗
Weekend services		✓	

A number of interesting details about these schemes and directions are important to note.

- Deakin University now provides bus and park and ride services. These are not part of the public transport network. They were introduced to overcome issues with the established services between Deakin's central Geelong and Waurn Ponds campuses.
- Regional services around Bannockburn were trialled but most were withdrawn due to low patronage. However, a trip between Geelong and Bannockburn, departing 4:30pm on weekdays, was made permanent. This has helped deal with overcrowding on the V/Line coach service.
- The Colac – Apollo Bay service is particularly complex. It was a once-weekly service that provided access to Colac. The previous strategy called for additional service, but a detailed review found the service carried only a few hundred customers a year,

and a community transport service was offering a similar service at a much lower fare. The service was withdrawn in 2007. The Transport Connections Project (see box, left) then reinstated a trial service, extended it to Marengo and added additional summer services. The trial was successful and the service was re-established.

- The City of Greater Geelong is now running Central Geelong NightBus on Saturday nights. This network is operated independently of the daytime public transport network.
- A number of other improvements that were not in the strategy were made. These included more summer services on the Great Ocean Road coach service, and various enhancements to the V/Line rail timetable increasing services to Marshall Station, such as the introduction of a commuter connection between Torquay and Marshall.

2.0 STRATEGIC CONTEXT

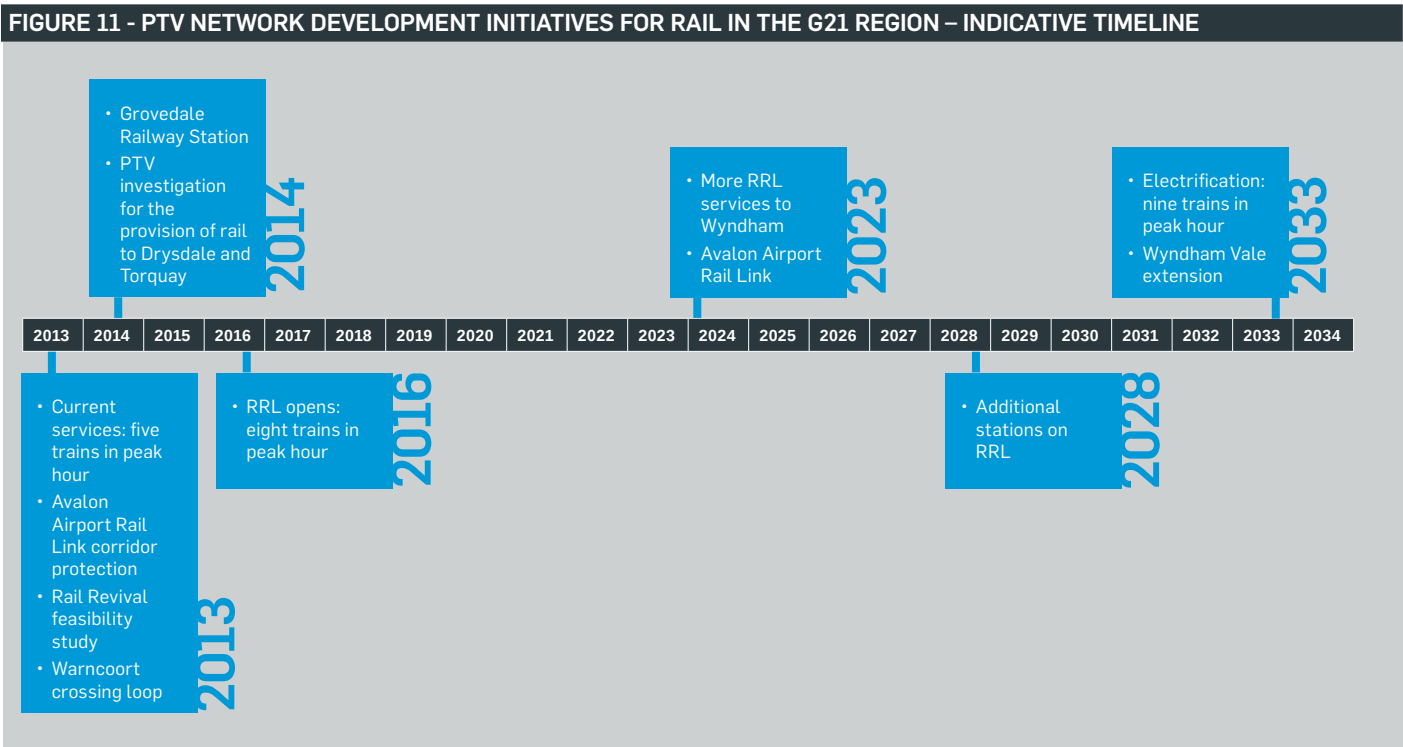
2.5 PUBLIC TRANSPORT NETWORK PLANS

In March 2013 Public Transport Victoria (PTV) published the Network Development Plan - Metropolitan Rail.⁸ This plan outlines a long-term vision for the Melbourne metropolitan rail network. The Geelong line is considered in the plan because of its use of the Regional Rail Link. In the long-term, the Network Development Plan proposes that the Geelong rail service should become part of the metropolitan rail network and operate as a Grovedale - South Yarra electrified rail line.

PTV has recently completed a feasibility study into ‘Rail Revival’, the proposed restoration of passenger rail services between Geelong, Ballarat and Bendigo. The feasibility study found that passenger rail may be feasible in the future but an improved bus service made more economic sense in the short-term.

PTV is also continuing a study into reserving a transport corridor between Geelong and Torquay and commencing an investigation into the restoration of rail services to Drysdale.

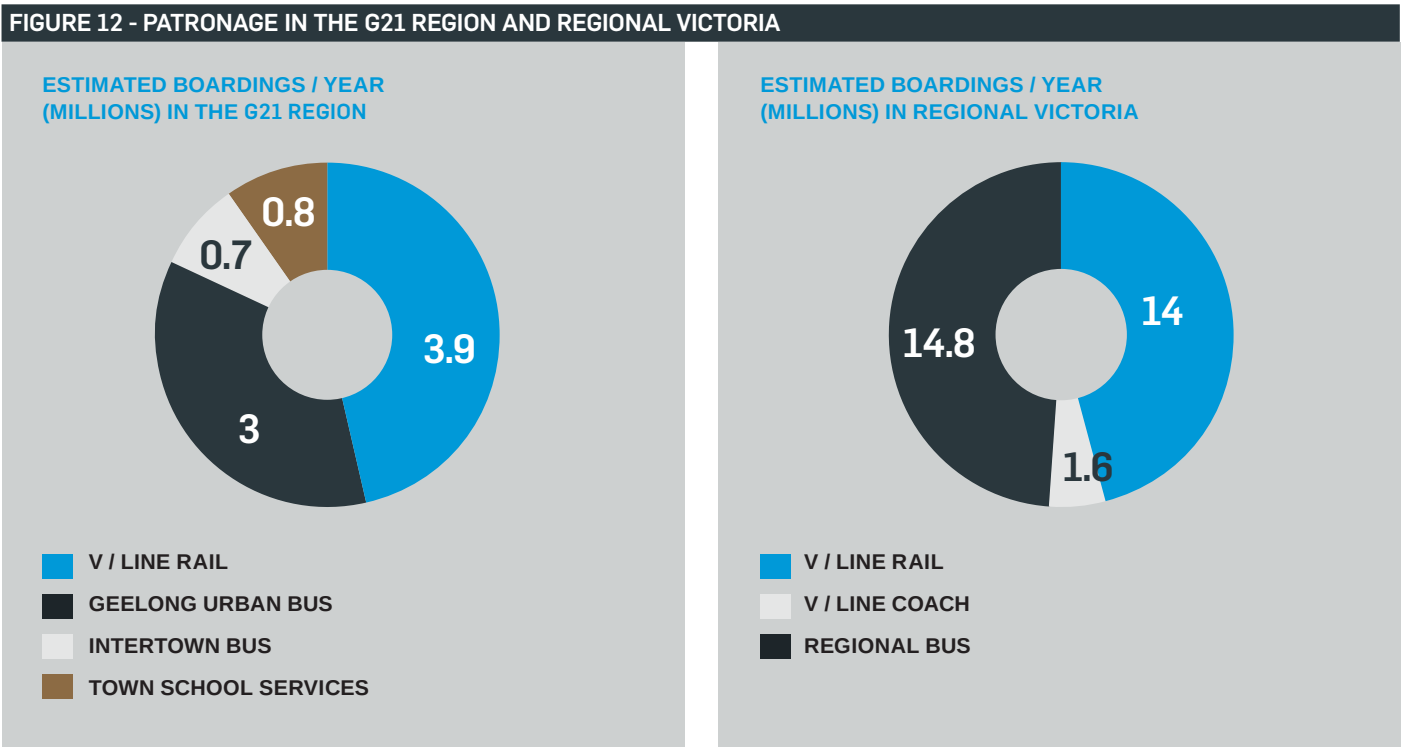
Key milestones for these plans are summarised in Figure 11. Note that the milestones are strictly indicative, and funding is not committed for many of these initiatives.



⁸PUBLIC TRANSPORT VICTORIA, “NETWORK DEVELOPMENT PLAN – METROPOLITAN RAIL”, AVAILABLE ONLINE AT [HTTP://PTV.VIC.GOV.AU/NEWS/NEWS-PROMOTIONS/NETWORK-DEVELOPMENT-PLAN-METROPOLITAN-RAIL](http://ptv.vic.gov.au/news/news-promotions/network-development-plan-metropolitan-rail), LAST ACCESSED 4 APRIL 2013

2.6 THE CURRENT ROLE OF PUBLIC TRANSPORT

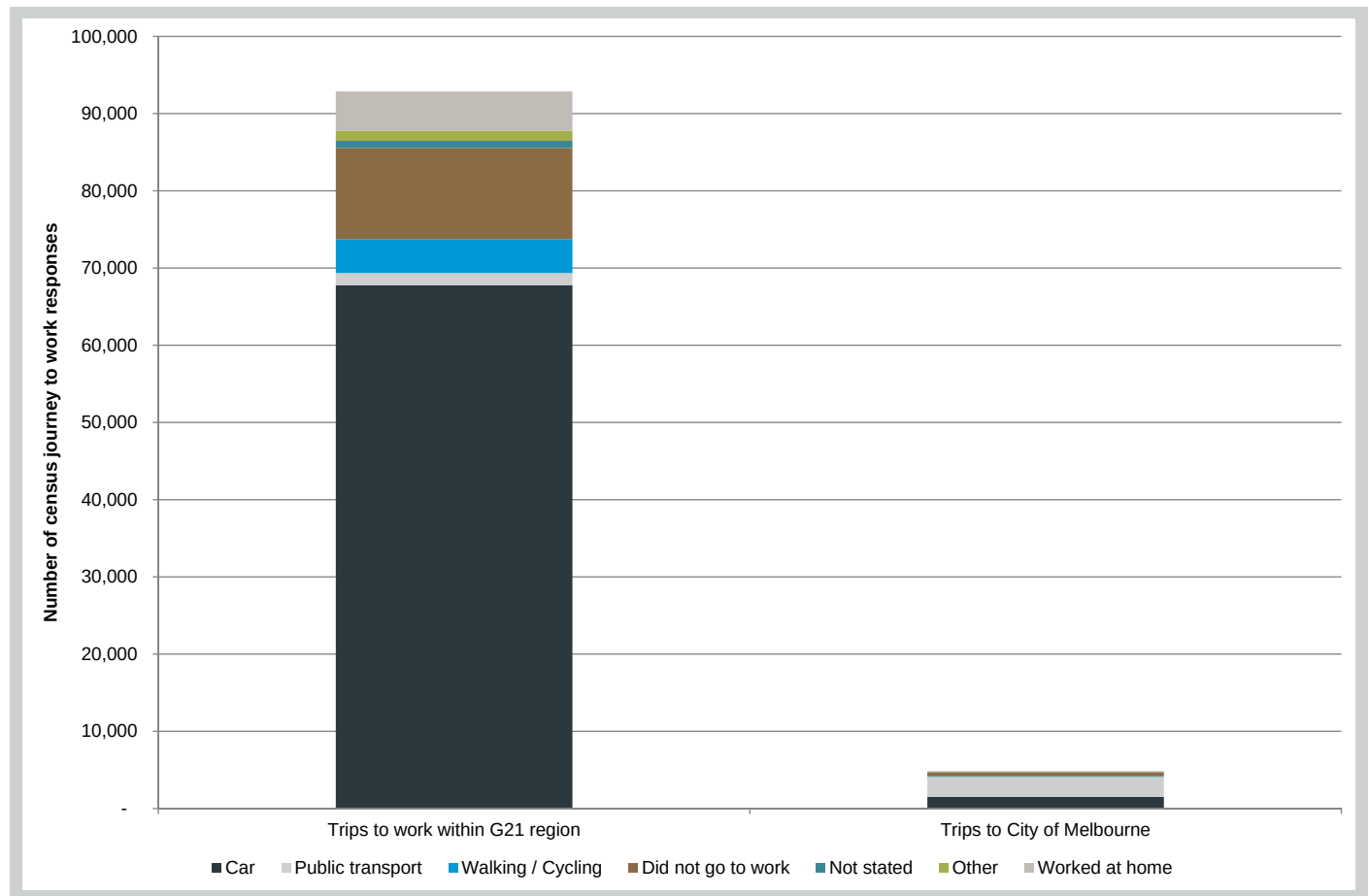
Figure 12 shows the estimated number of boardings for key public transport services in the G21 region and a comparison with overall patronage in regional Victoria. The annual patronage of public transport in the G21 region is about 8.4 million boardings. The G21 region has about 30 percent of regional Victoria’s public transport patronage, and has a similar pattern of use in that patronage is fairly evenly split between rail and road-based services.



2.0 STRATEGIC CONTEXT

Figure 13 shows journey to work data at the local government area level from the 2011 census. Trips with a public transport component are shown as 'public transport'.

FIGURE 13 - JOURNEY TO WORK - 2011 CENSUS DATA IN SUMMARY

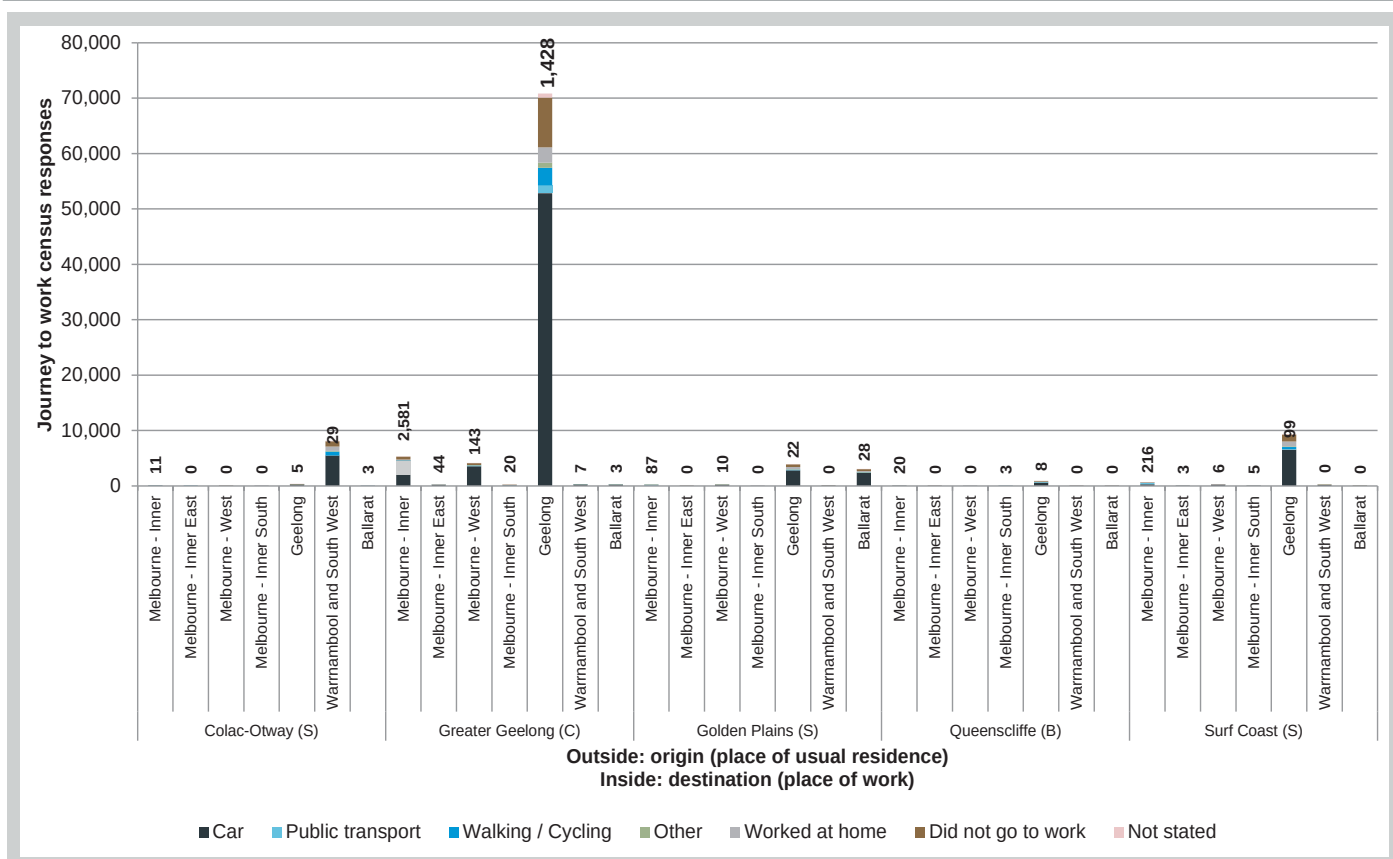


Three key observations from this chart are:

- Public transport has a high share of journeys from the G21 region to central Melbourne, but a very small share of trips within the region. Travel by public transport could be considered attractive due to congestion on the West Gate Freeway and the high cost of parking and petrol. The Regional Rail Link should further increase the attractiveness of this service, but because public transport already has a large share of the market, the opportunity to grow public transport's role for commuting to central Melbourne is relatively limited, as it depends largely on the number of G21 region residents working in central Melbourne.
- However, there is great scope to explore ways to increase the share of trips taken within the G21 region on public transport.
- A powerful contextualising idea is that public transport in the region is used less for travelling to work than walking and cycling.
- A small increase in the share of journeys to work within the G21 region would result in a major increase in public transport commuter patronage. This is because public transport currently has a small share of a large potential market. For trips to the central Melbourne, public transport currently has a large share of a relatively small market. The result of these differences is that there are only 1,000 fewer public transport journeys to work within the G21 region than to Melbourne.

Figure 14 shows the size of the travel market in 2011 for journeys to work as reported in the Census. In this figure, 'Melbourne - Inner' refers to the general central business district of Melbourne.

FIGURE 14 - NUMBER OF JOURNEYS TO WORK UNDERTAKEN BY MODE, FOR ORIGIN AND DESTINATION, TRANSPORT TRIP VOLUMES LABELLED



SUMMARY OF STRATEGIC CONTEXT

The G21 region is steadily growing. There will be more people living, working and visiting the region over the next 40 years. The region has significant assets on which to build a robust and resilient economy and to accommodate this growth without negative impacts on its identity. The challenge is to evolve as a self-sustaining region that uses existing infrastructure and land more efficiently.

Key strategic drivers in the region are:

- planning for employment growth along with population growth, including strengthening existing employment nodes and identifying new areas for employment

- acknowledging the key role that Geelong and the G21 region play in relation to Melbourne while preserving Geelong's identity as a separate settlement to Melbourne.

Public transport has an important role in providing access to education, particularly for secondary school students, and has a high share of commuter traffic between the region and central Melbourne. There is a strategic opportunity to focus on attracting a higher share of trips within the G21 region onto public transport.

3.0 THE G21 REGION PUBLIC TRANSPORT STRATEGY



COMMUNITY COMMENT

"IN THIS STRATEGY, COMMENTS FROM THE COMMUNITY ENGAGEMENT ARE HIGHLIGHTED LIKE THIS."

3.0 THE G21 REGION PUBLIC
TRANSPORT STRATEGY

3.1 GOALS OF THE G21 REGION

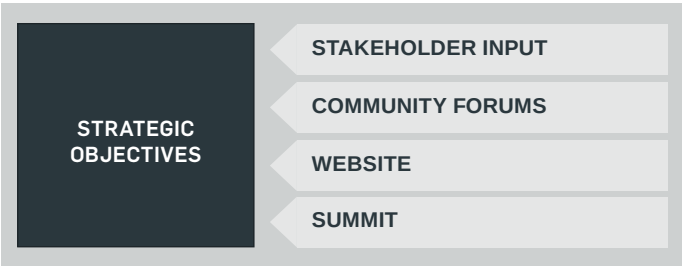
The overall goal of the G21 Region Public Transport Strategy is to increase utilisation of public transport. In turn, this contributes to reducing traffic congestion, improving the environment, and overcoming social isolation.

The strategy development process explored the community’s understanding and acceptance of these objectives, showed how they relate to the Transport Integration Act and the G21 Regional Growth Plan, and assessed how different network development strategies could contribute to meeting the objectives.

3.2 PROCESS FOR DEVELOPING THE STRATEGY’S
OBJECTIVES

The strategy’s objectives were developed in close collaboration with the G21 region community and stakeholders. Through four related programs of engagement, the community was consulted on different possible ways to develop public transport in the G21 region. From this consultation, strategic objectives were developed that reflect the different needs of communities across the G21 region.

FIGURE 15: FOUR PROGRAMS OF ENGAGEMENT SHAPED
THE STRATEGIC OBJECTIVES OF THE STRATEGY



A **stakeholder engagement** workshop was held with identified stakeholders from across the region who had a direct interest in the strategy. It was also used as a pilot program for the community forums.

- » **Community forums** were held in each local government area with an audience selected and invited from the community. Approximately one-third of participants were local stakeholders; one-third were specially invited on the basis that they were part of social groups who usually did not attend forums (for example, students); and one-third responded to advertising and information about the forums.
- » The **website** provided a discussion forum, survey and background information on the strategy, and provided another forum to explore the key strategic questions asked at the stakeholder engagement workshop and community forums.
- » The **Summit** brought together participants from the stakeholder engagement workshop, community forums and website as well as other members of the G21 region. It tested the strategic objectives and Action Plan presented in this strategy through interactive voting technology.

3.0 THE G21 REGION PUBLIC TRANSPORT STRATEGY

The engagement explored three questions. Each question contributed to identifying aspects of the strategic role of public transport in the region.

TABLE 3. ENGAGEMENT QUESTIONS TARGETED THE PRINCIPAL STRATEGIC ASPECTS OF PUBLIC TRANSPORT IN THE G21 REGION

Question	Purpose
What should public transport be for?	» Identify objectives » Consider relevance of Transport Integration Act and G21 Regional Growth Plan principles » Stimulate debate about competing objectives
Of the seven attributes of public transport, which are most important? Which most need action?	» Identify and prioritise attributes » Consider trade-offs in transit network design
What changes to other transport systems, or land use, would best support public transport outcomes?	» Examine integration issues » Examine tradeoffs with private vehicle use » Consider appetite for transport / land use integration

3.2.1 EXAMINING POTENTIAL OBJECTIVES

A summary of the decision-making principles in the Transport Integration Act and the four G21 Regional Growth Plan objectives most closely associated with public transport (outlined above in section 2.0) were used to seek community input into which potential objectives were most relevant. This important strategic discussion helped to identify which objectives should be prioritised for the limited resources available to invest in public transport networks and services.

FIGURE 16 - SLIDE FROM COMMUNITY ENGAGEMENT FORUM USED TO BEGIN DISCUSSION ABOUT OBJECTIVES

Objectives for the region's public transport

What should public transport be for?

Theme	Possible objectives	
Economic prosperity	• Better use of assets • Value for money • Access to markets	• Keep costs down • Support business clustering • Improve access to work and education
Social and economic inclusion	• Respond to user expectations • Make transport more widely available • Improve transport affordability	• Engagement during planning and delivery • Support others to take action on transport challenges • Create a positive legacy
Transport resource efficiency and environmental sustainability	• Use environmentally sustainable transport more • Make infrastructure and activity more resource-efficient and reduce its environmental impacts	• Make transport resilient • Reduce distances travelled
Regional Growth Plan objectives	• Optimise infrastructure and consolidate • Live, work and participate locally	• Unique and connected communities • Accessible transport choices

AECOM

3.2.2 EXAMINING POTENTIAL ATTRIBUTES

Participants were asked to identify which of seven ‘attributes’ of public transport were most important and most in need of action. The focus of the discussion was on identifying what is important and urgent, and considering the trade-offs between the attributes.

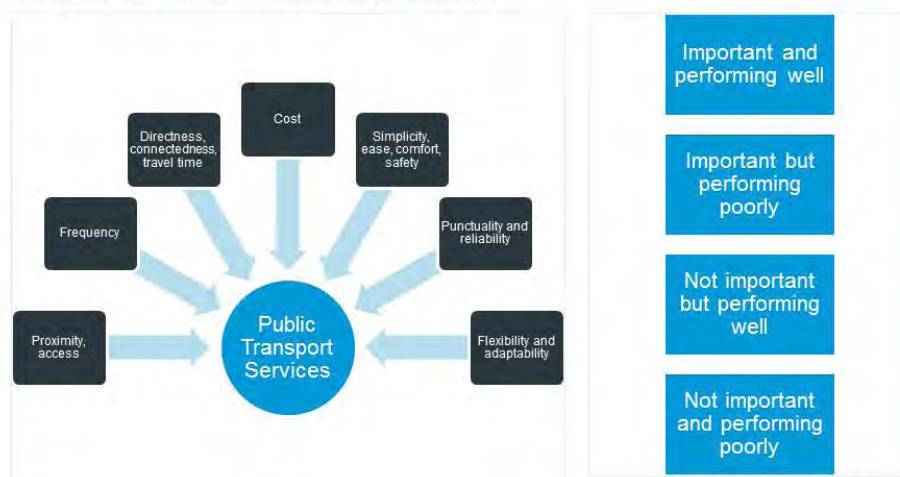
TABLE 4. THE SEVEN ATTRIBUTES OF PUBLIC TRANSPORT¹⁰

Demand	Concept	Attribute used in Strategy
1. It takes me <i>where</i> I want to go.	The extent of availability	Proximity and coverage
2. It takes me <i>when</i> I want to go.	Minimum waiting time and long service hours	Frequency
3. It's a good use of my <i>time</i> .	The relationship between straight routes, the need to interchange, and door-to-door service need	Directness, connectedness and travel time
4. It's a good use of my <i>money</i> .	Cost to the customer in fares and to the taxpayer in subsidies	Cost
5. It respects me.	The ease and enjoyability of using public transport	Simplicity, ease, comfort, safety
6. I can trust it.	How well the promised service matches what is actually delivered.	Punctuality and reliability
7. It gives me freedom to change my plans.	Public transport's capability to meet a range of changing travel needs when change occurs in the short and longer-term.	Flexibility and adaptability

FIGURE 17 - SLIDE FROM COMMUNITY ENGAGEMENT FORUM USED TO BEGIN DISCUSSION ABOUT ATTRIBUTES⁹

Planning the region's public transport: making tradeoffs

Of these seven attributes of public transport, which are most important? Which most need action?



AECOM

⁹JARRETT WALKER, HUMAN TRANSIT, ISLAND PRESS, 2011

3.0 THE G21 REGION PUBLIC TRANSPORT STRATEGY

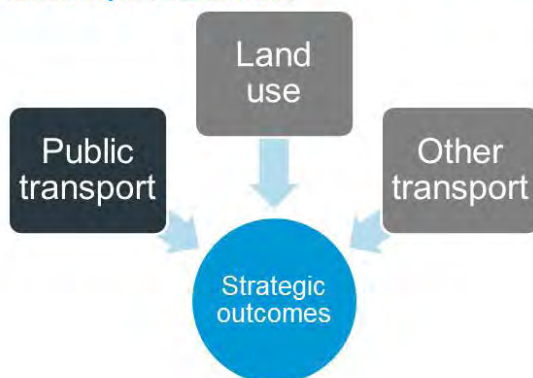
3.2.3 EXAMINING PUBLIC TRANSPORT'S RELATIONSHIP TO THE WIDER TRANSPORT AND LAND USE SYSTEM

This question explored community needs with respect to access modes to public transport, opportunities to change the way cars are used, and the land use patterns of the region.

AND LAND USE SYSTEM

Planning the region's public transport: Integrating outcomes

'What changes to other transport systems, or land use, would best support public transport outcomes?'



AECOM

CASE STUDY

The Queenscliffe forum discussed how weekend public transport service gaps have direct economic and social impacts. The tourist economy means weekends are a busy time for local businesses. However, some business owners have to trade-off running the business and taking children into Geelong to access recreation and entertainment because of limited public transport options.



Following the engagement process, consistent key messages were identified by analysing the verbatim comments from the community engagement process. The figures below are ‘word clouds’. They summarise the key themes from the discussion on each question.

[illegible]

- widespread support for the idea of ‘access’ for all members of the G21 region community, with an emphasis on the needs of:
 - youth, to access sport and to socialise with peers
 - people with limited or no access to private cars
 - older people
 - people with limited personal mobility
- drawing out the relationship between economic and social outcomes in the G21 region.

- widespread support for the need for 'efficient', 'direct' and simple public transport services and timetables
- widespread desire for more innovative services, in particular the use of smaller buses
- the need for timetables that reflect the needs of current and potential users
- transport services that support access to Geelong as the priority, with access to Melbourne a secondary concern
- more information and communication.

[illegible]

- integration of services with access modes
 - bicycles, in terms of access routes, facilities at stops, and storage on vehicles, particularly buses
 - town ‘hubs’ for various transport services
 - Park and Ride for both bus and rail services
- physical layout aspects of transport and land use planning
 - corridor planning
 - streets and roads
 - paths.

3.0 THE G21 REGION PUBLIC TRANSPORT STRATEGY

FIGURE 22 - RESPONSES TO THE QUESTION ‘THE MOST IMPORTANT OBJECTIVES FOR PUBLIC TRANSPORT ARE...’

Stakeholders were also asked to prioritise the most important objectives and attributes of public transport in the G21 region. Figure 22 is an indication of community responses, with the size of the dot indicating relative importance, and shows that social and economic inclusion is considered to be the most important overarching objective for public transport.

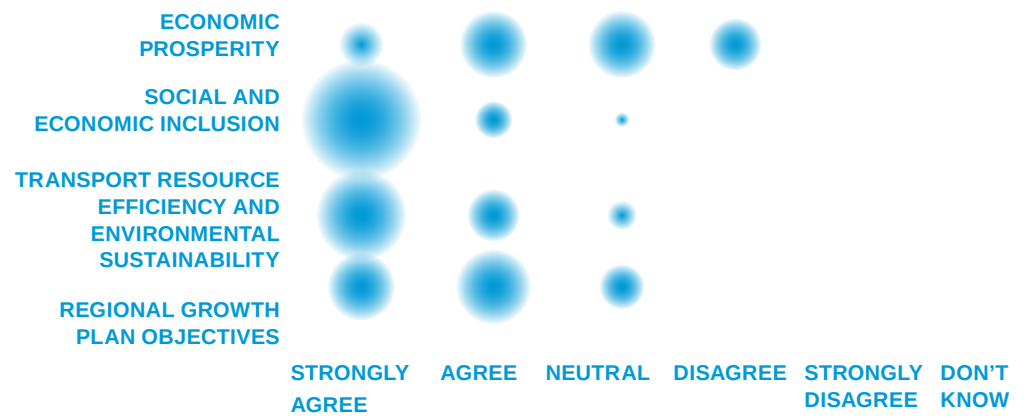
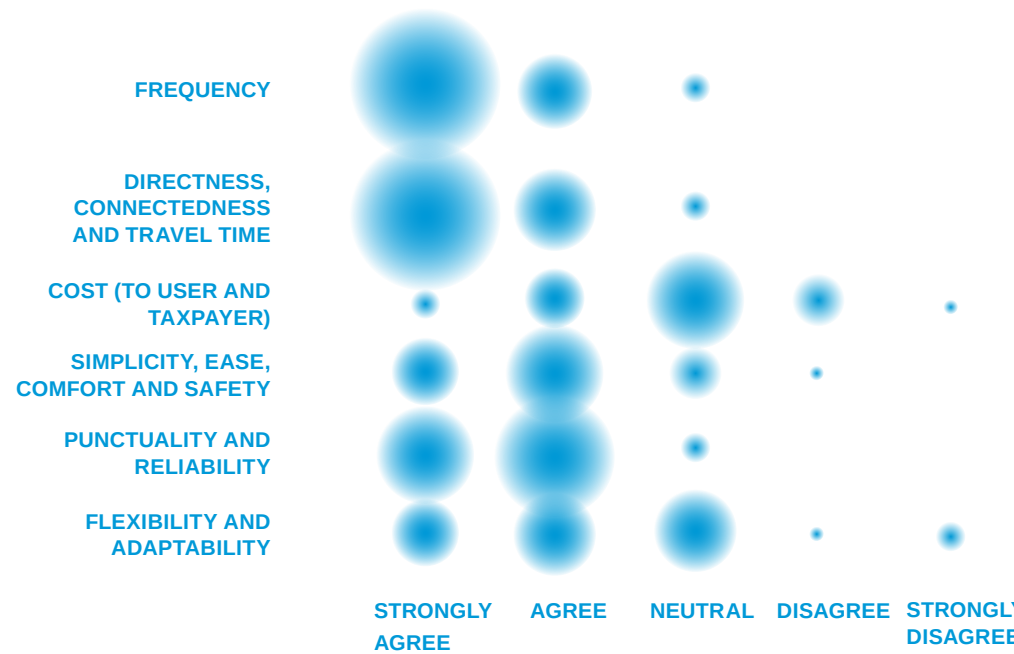


FIGURE 23 - RESPONSES TO THE QUESTION ‘THE MOST IMPORTANT OBJECTIVES FOR PUBLIC TRANSPORT ARE...’

A similar question was also asked regarding ‘attributes’. The results in Figure 23 show the challenge of making trade-offs, with respondents treating all the attributes as important. Ultimately, frequency and directness were highest priorities.



3.4 G21 REGION PUBLIC TRANSPORT STRATEGIC OBJECTIVES

Four strategic objectives that reflect the principal themes of the community consultation and technical public transport planning considerations have been developed. Draft versions of the objectives were tested at the strategy summit and generally received widespread support as accurately reflecting the key objectives of the region.¹¹

Summary of Objective	Over the 20 year life of the Strategy...	Fit with Transport Integration Act	Fit with G21 regional Growth Plan	Level of support for draft version at Summit
"ACCESS FOR ALL"	...public transport should be extended to all townships in the G21 region, and be accessible to all users	» Economic prosperity ✓ Social and economic inclusion » Transport resource efficiency and environmental sustainability	» Optimise infrastructure and consolidate » Live, work and participate locally ✓ Unique and connected communities ✓ Accessible transport choices	87% agreed or strongly agreed.
"A WELL CONNECTED REGION"	...all major centres should be connected, directly or via other centres. The Melbourne – Geelong railway should develop into a regular and reliable intercity commuter rail service.	✓ Economic prosperity ✓ Social and economic inclusion ✓ Transport resource efficiency and environmental sustainability	✓ Optimise infrastructure and consolidate ✓ Live, work and participate locally ✓ Unique and connected communities ✓ Accessible transport choices	93% agreed or strongly agreed.
"URBAN PUBLIC TRANSPORT FOR AN URBAN CENTRE"	...Geelong's urban public transport should become a direct, frequent and simple urban network.	✓ Economic prosperity » Social and economic inclusion ✓ Transport resource efficiency and environmental sustainability	✓ Optimise infrastructure and consolidate » Live, work and participate locally » Unique and connected communities ✓ Accessible transport choices	83% agreed or strongly agreed.
"IMPROVE INFORMATION, PLANNING AND PARTNERSHIPS"	...the region's partners should deliver better public transport sooner, and know more about its users and market.	✓ Economic prosperity » Social and economic inclusion ✓ Transport resource efficiency and environmental sustainability	✓ Optimise infrastructure and consolidate » Live, work and participate locally » Unique and connected communities ✓ Accessible transport choices	80% agreed or strongly agreed.

¹⁰OBJECTIVE 4 WAS REVISED FROM ITS ORIGINAL FORM OF "COLLABORATIVE ADVOCACY AND INFORMATION SHARING" AFTER THE SUMMIT FEEDBACK INDICATED THAT OBJECTIVE DID NOT REFLECT THE G21 REGION'S OBJECTIVES WELL.

3.0 THE G21 REGION PUBLIC TRANSPORT STRATEGY

3.5 G21 REGION PUBLIC TRANSPORT FOUR YEAR ACTION PLAN

The following pages detail the G21 region's four-year plan for action to begin implementing the strategy.

The actions were identified from the engagement process and from analysis of public transport data. A draft action plan was evaluated using real-time stakeholder feedback technology at the summit. The actions included in this plan were selected based on their support, effectiveness and strategic importance.

The Action Plan reflects the most pressing issues for delivery over four years. New actions that will contribute to achieving the strategic objectives can be identified by the G21 region and included in ongoing implementation of the strategy.



ACCESS FOR ALL

'Access for All' reflects the principle, widely held in communities across the G21 region, that a base level of public transport service should be available to all communities across the G21 region, and that all services should be accessible to potential users.

Internationally and elsewhere in Australia, setting minimum levels of service is a common policy approach to identifying a base level of service. Victoria introduced a minimum service level for Melbourne bus services in 2006, but there is not a minimum level of service for G21 region communities.

In the United Kingdom, a combined minimum service level and minimum value for money measurement is often used.¹¹ For example:

'Settlements of 150 or more: employment & training service (Mon-Fri), evening service (Mon-Fri), shopping service on two days a week, health care service on two days a week'

should be associated with a measure such as

Not to exceed £2.50 subsidy per passenger or Do not support services carrying <5 pax per trip.

By pairing the service level with the required level of use, the community will have a clear idea about what 'use it or lose it' actually means.

In Australia, the Disability Standards for Accessible Public Transport set requirements and a timeline for making public transport accessible to people with restricted personal mobility.

In the G21 region there are a number of high-profile accessibility issues such as poor access to bus stops and difficulties using bus vehicles, and this strategic objective reflects the priority the region places on addressing these matters.

ACTION PLAN

ACTION 1

Advocate to PTV to develop a policy on regional public transport service levels for smaller communities. The policy would outline the minimum levels of public transport service and use that can be expected in G21 region communities.

The G21 region supports the establishment of a Regional Minimum Service and Use Guideline. Setting a clear guideline will make it easier for communities to understand what public transport will be provided, and what expectations are for its ongoing use if it is to be supported long term.

The features that the G21 region seeks in the guideline are:

- Defining the minimum size of communities that will be included in the public transport network
- Setting a minimum frequency of service.
- Guidance on which days of the week services should operate, including weekends
- Balancing travel to local centres, major regional centres like Geelong, and Melbourne
- Community engagement processes
- Policy regarding connections to other services
- Setting of acceptable subsidy levels



The following standards are suggested for inclusion in the policy to meet the specific needs of the G21 Region, recognising that the PTV policy must address statewide issues:

- **Services should operate to all 'Urban Centre / Localities' (UCLs) in the region.** The 'Urban Centre / Locality' is a useful definition from the Australian Bureau of Statistics that represents a 'township'. A UCL has:

- a population of at least 200 'Usual Residents'
- a clear aggregation of residential population.¹²

Using 'Urban Centre / Localities' to identify communities recognises that public transport is limited in its ability to serve communities where the population is very dispersed. Community transport can be a more suitable model for these areas.

- **There should be a minimum of three services a week.** This minimum service level would support the G21 Regional Growth Plan's principle of providing transport 'choices' by providing a choice of days of travel.
- **At least one service should operate on a weekend.** A policy focus on weekend travel needs will help to ensure that people's needs to access recreation and social opportunities are not overlooked.
- Balanced against the need for a simple service, there should be an option each week to make **day return travel to the nearest local centre, Geelong and Melbourne through connections as required.**

- People have a range of travel needs that may need to be addressed, for local travel, access to Geelong and to Melbourne. Careful timetabling and co-ordination of services should aim to provide this range of travel outcomes, but the timetable should be kept as simple as possible.
- **Services planned in conjunction with the community that is served.** Experience from the Transport Connections Program shows that these 'access services' must be planned in consultation with the community, to a service plan that best meets community need.
- **Consider opportunities to create more strategic connections.** Where possible, these 'access services' should connect with other established services, and consideration should be given to connecting small communities using longer routes between major centres.
- **Level of use or subsidy support better than the Victorian regional average:** As a growing, leading region, public transport should perform above average in the G21 region, and a suitable minimum level of use should be established accordingly that ambitiously but fairly benchmarks expectations.

¹¹SEE A REVIEW OF UK PRACTICE IN "PROGRESSING RURAL PUBLIC TRANSPORT IN IRELAND", AVAILABLE ONLINE AT [HTTP://WWW.TRANSPORT.IE/UPLOAD/GENERAL/7903-0.PDF](http://www.transport.ie/upload/general/7903-0.pdf)

¹²"1270.0.55.004 - AUSTRALIAN STATISTICAL GEOGRAPHY STANDARD (ASGS): VOLUME 4 - SIGNIFICANT URBAN AREAS", AVAILABLE ONLINE AT [HTTP://WWW.ABS.GOV.AU/AUSSTATS/ABS@NSF/LATESTPRODUCTS/05773C1D8C9F2022CA257A98001399F7?OPENDOCUMENT](http://www.abs.gov.au/AUSSTATS/ABS@NSF/LATESTPRODUCTS/05773C1D8C9F2022CA257A98001399F7?OPENDOCUMENT)

3.0 THE G21 REGION PUBLIC TRANSPORT STRATEGY

ACTION 2

The G21 region will advocate prioritising new services to settlements with high numbers of younger or older persons or high socio-economic disadvantage.

The G21 region community strongly supports a continued focus on providing access services for younger, older and disadvantaged groups in the community.

Priority G21 region settlements for minimum service provision, based on their status as ‘Urban Centres/Localities’ with high numbers of younger, older and persons or high socio-economic disadvantage include:

- Beeac (weekend service)
- Forrest (improved weekday and weekend service)
- Enfield (weekend service)
- Moriac (introduction of service).

ACTION 3

The G21 region councils and PTV collaborate to develop a plan to improve bus stop access and facilities, based on evidence about stop usage and needs.

The majority of regional public transport users access the public transport network at a bus stop.

A program of bus stop accessibility upgrades that considers the stop, access footpaths, and supporting infrastructure such as shelters and bicycle storage is needed.

The myki ticketing system means that detailed information about stop use is becoming available. This could be a good evidence base on which to prioritise stop upgrades.

ACTION 4

The G21 region will encourage PTV and coach operators to research and trial new vehicles for longer distance bus and coach services in the region, to provide better accessibility and more luggage storage.

The quality of bus and coach vehicles used in the G21 region is in line with the standard across Victoria, but there are opportunities to improve the vehicles to better meet the needs of G21 region communities.

Coach and bus designs that combine low-floor sections for better accessibility with high-floor areas that allow more storage for bicycles and other luggage would be a good strategic fit for the G21 region. They would help address the needs of mobility aid users as well as providing for the needs of tourists.

New vehicle designs that have these features are now operating in Asia and Europe. They could be trialled in the G21 region, with the trial measuring both their suitability to meet customer needs and their operational effectiveness.

COMMUNITY COMMENT

“ACCESSIBLE TO EVERYONE!!”

ACTION 5

The G21 region supports trialling a flexible service that uses a smaller vehicle.

This trial could be undertaken as part of simplifying the intertown bus network.

There was a very high level of interest in the use of smaller buses in the G21 region. They are perceived to be more flexible and better suited to the users of the service.

Although smaller buses usually cost a similar amount to run as large buses (because the main cost is the driver's wage), some of the townships in the G21 region could support a stand-alone service using a smaller vehicle.

There could also be opportunities to connect with intertown services and simplify them.

This way of connecting up the bus network would allow for trialling a more flexible local service. The flexibility provided could include on-demand route diversions to provide to-home service, using taxis at low demand times, or demand-responsive service at nights and weekends for passengers connecting from an intertown service.

FIGURE 24 - MORE INNOVATIVE VEHICLE DESIGNS CAN PROVIDE LOW FLOOR ACCESS AND LUGGAGE CAPACITY



COMMUNITY COMMENT

"LOCAL TOWN BUS IS NOT PUBLICISED ENOUGH"

"USING SMALLER BUSES SO SERVICES LOOK BETTER USED – PUBLIC PERCEPTION"

THE ROLE OF SCHOOL BUSES

Recently a pilot program to allow wider community access to school buses was introduced in the G21 region. Spare seats on the Deans Marsh to Colac school bus are now available to student and senior concession card holders. This initiative complements a trial on the Winchelsea to Colac school bus.

The school bus network operates to many small communities and the more remote parts of the G21 region. School buses can play a useful role in making more transport available to communities at little or no extra cost to the government.

As service levels improve on the main public transport network, school buses will also be able to connect to more services without compromising their main role of taking students to and from school at the times they need to be there. However, routes regularly change to meet student needs. Although this is an efficient way to provide the core service, it does mean more information needs to be provided to irregular users to keep them informed of changes.

A WELL CONNECTED REGION

Throughout the strategy development process, the G21 region community emphasised the importance of public transport serving the need for access to and between the region's centres – not just travel to and from Melbourne.

In line with this principle, a network of intercity and intertown services that link major centres and radiate from Geelong is proposed.

The G21 region proposes a two-tier network of major trunk services, with connection opportunities at hubs, shown in the diagram right:

- Intercity services link Geelong with the major centres in and just outside the G21 region. These services could run five times per day in the short-term, meeting social and targeted employment needs. Ultimately, nine services per day could provide a service every two hours with additional services for commuting in the peak.
- Intertown services could run nine times per day in the short-term, building up to an hourly service with additional peak services.
- Dashed lines indicate areas where 'seasonal' services are a particular need. Peak times are the summer holiday period, shortly before Christmas to after Australia Day, and the Easter long weekend.

The rail link between Melbourne, Geelong and Warrnambool will continue to be strategically important even as the region becomes better connected internally. Many of the challenges of the region's public transport network, such as co-ordination of services, will not be satisfactorily addressed until rail services are simplified and improved.

The G21 region's vision for the rail service is to continue developing it as an intercity railway with services that run at regular intervals. This is an alternative to integrating the Geelong line into the Melbourne suburban rail network.

The G21 region's connected network also needs to provide services to support special events such as the numerous festivals in the region.

ACTION PLAN

ACTION 1

The G21 region advocates an urgent boost to weekend services to at least five services per day.

Consistently across the G21 region, gaps in weekend services were a major concern.

Limited weekend public transport services have direct economic and social impacts in the G21 region. They restrict visitor access to tourism attractions, opportunities to work, and affect business operations when families need to assist with transport.

Key needs identified included transport to participatory and social sporting events, and access to entertainment such as cinemas in central Geelong.

ACTION 2

The G21 region will encourage the building of transport hubs, particularly in major towns, to better support access to the main public transport network from surrounding areas.

In some of the more rural parts of the G21 region that do not have large townships, like parts of the Golden Plains Shire that are away from main highways, community transport services can be more effective than public transport.

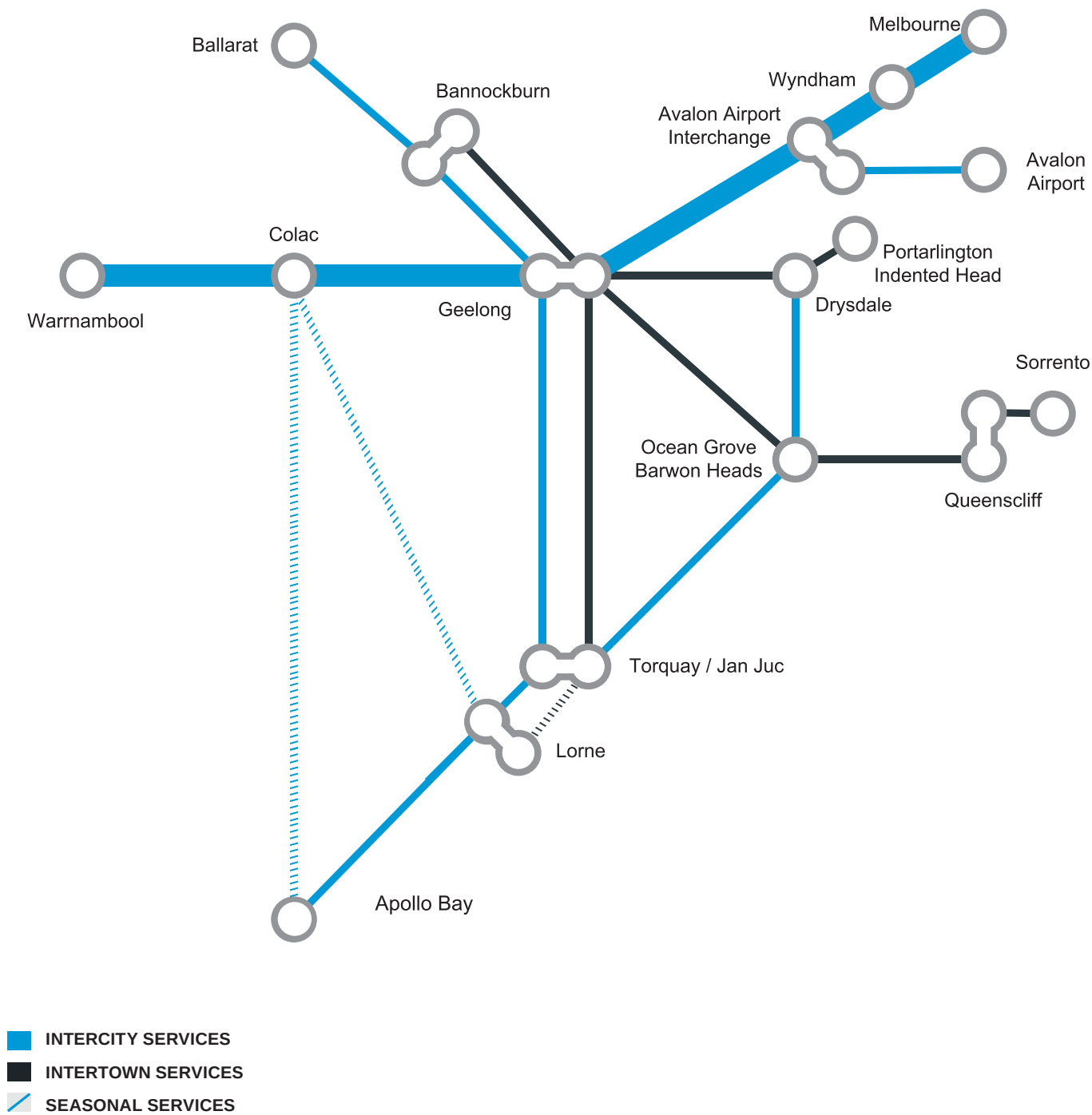
Some towns are also growing to the size where distance and access to public transport is becoming an issue.

Community transport is successfully operating in much of the region. Bicycle infrastructure is being developed in many towns and cars are widely available, so these modes could be used to access public transport services if good facilities are provided to make connections. There is an opportunity to develop better equipped 'transport hubs' in towns on the public transport network so that these other modes can be more effectively used to access public transport.

The vision for the transport hubs is that they would provide a good level of amenity, be clearly and prominently part of the public transport network, and provide interchange facilities between public and community transport, bicycle storage facilities, and safe and secure long-stay park and ride facilities. They would be well-located for walking in the town centre, because the hubs will also be important to people whose destination is the town itself. They could also be strategically located for future rail services in the case of towns like Bannockburn, Drysdale or Torquay.

As part of the revised urban public transport network for Geelong (see Urban Public Transport for an Urban Centre), a hub could also be developed at North Shore station. Secure parking at other stations would also contribute.

FIGURE 25 - NETWORK OF INTERCITY AND INTERTOWN SERVICES LINKING MAJOR CENTRES



ACTION 3

The G21 region seeks a simpler clockface rail and bus timetable and encourage progress towards this as part of the Regional Rail Link 2016 timetable.

The previous G21 Public Transport Strategy identified co-ordination of modes as an issue, and although bus timetables are reviewed each time the rail timetable is changed, this is a continuing issue.

The underlying causes of poor co-ordination of public transport in the G21 region are complex. Various types of trains, congestion on the train network, and bottlenecks like the Geelong tunnel make planning a regular train timetable extremely difficult. Even when connections are planned, a wide range of other issues make service delivery difficult and connections are often disrupted.

A 'clockface' timetable, where key services arrive and depart at the same times past the hour all day, every day, is considered good practice for rail services like the Geelong line. This sort of timetable is easy to remember and use.

Connecting buses can then be scheduled to meet this particular train, which means they also have a simple clockface timetable, with services at the same time every day.

Other services, such as additional peak trains and the Warrnambool intercity trains are added to this basic pattern.

The Regional Rail Link project addresses some of the issues that have prevented a simple and regular train timetable in the past, although there will continue to be constraints. Nevertheless, as far as practical, the new timetable when this project is opened should set in place the regular and simple services across the whole week that will be the foundation for a connected network.

COMMUNITY COMMENT

**"TOO MANY PROVIDERS
WITH CONFLICTING
TIMETABLES**

ACTION 4

The G21 region will advocate to PTV to provide a high quality connection between central Werribee, East Werribee Employment Precinct and the G21 region when Regional Rail Link opens.

The relationship between the Wyndham growth area and the G21 region is highly important to both. Wyndham and the G21 region support each other with housing, education and jobs. There is established demand for public transport between Geelong and Werribee but this will be disrupted when the Regional Rail Link opens and trains are diverted from Werribee station. This could make access between the region and this important area more difficult.

Potential solutions to this issue include:

- maintaining a Werribee - Geelong rail shuttle connection as a local service when the Regional Rail Link opens
- introducing high frequency connections from Wyndham Vale and Tarneit stations to major Wyndham area destinations.

FERRY SERVICE

The Queenscliff – Sorrento ferry service is an important part of the G21 region's integrated transport network. Its regular 'every hour, on the hour' timetable is a good example of the simple and easy to understand services advocated in this strategy. This strategy includes the ferry service as an 'intertown' connection in the region's public transport network, as shown in Figure 25.

The ferry service is not subsidised by the Victorian government and does not form part of the network administered by PTV. Nevertheless, a collaborative partnership could help to integrate the ferry within the public transport network in terms of information and service planning. Links to timetables and fare details could be provided on PTV's website, similar to the information already provided about other 'non-public transport' services like the Westgate Bicycle Punt. Along with the primary connection to rail services in Geelong, the ferry's timetable could also be considered in planning bus timetables on the Bellarine Peninsula.

SETTING SERVICE LEVELS

The intercity and intertown services across the region mainly address social access needs from smaller towns to main centres and between main centres.

Five services a day allows for a choice of travel times to access Melbourne, Geelong and other major centres. The choice of times makes it possible to undertake full-day activities such as work and study, and half-day activities like medical appointments. The service level is aimed at providing a basic level of access on the strategic public transport corridors across the region, and each service added meets new needs. The justification for establishing

these services is mainly based on social equity.

However, at higher levels of service, where attracting passengers who might otherwise drive is a main objective, it becomes more critical to have good patronage and loading on each service in order to allocate investment most efficiently. A regional transport model is being developed that will help to understand future public demand 'hotspots'.



3.0 THE G21 REGION PUBLIC TRANSPORT STRATEGY

ACTION 5

The G21 region advocates for an increase in service levels from Geelong to Colac, Warrnambool, Ballarat (serving Bannockburn) and Apollo Bay to five services daily in the short-term using coaches, or trains when feasible.

The Geelong – Warrnambool corridor, with three daily services, is relatively underserved by public transport services compared to other corridors.

Although five daily train services cannot be delivered in the short-term because of a lack of intercity trains, shuttle services or coaches could provide an immediate improvement in accessibility.

The Rail Revival study recently concluded that restoration of passenger rail services between Geelong and Ballarat may be feasible in the future but up to seven daily coach services would be appropriate in the short-term. This level of service could offer an attractive alternative to car for travel between Geelong and Ballarat.

ACTION 6

The G21 region requests PTV publish a Rail Corridor Development Plan for the Geelong Rail Line.

The PTV Network Development Plan includes the Geelong Rail Line as part of the metropolitan network.

Feedback from the G21 region community suggests an alternative model that is better suited to the G21 region's vision is a best-practice intercity rail corridor, with regular clockface services, high quality infrastructure future-proofed for higher speed and capacity. This might be an electrified train service, but the focus would be on providing an 'intercity' rather than suburban service.

This would better reflect the G21 Regional Growth Plan vision, which is for the region to be identified as a distinct region and not an outer suburb of Melbourne.

Features of a Rail Corridor Development Plan would include:

- confirming the role of each station and reserving future station sites. Key issues to be resolved are access to Avalon Airport and whether to relocate or redevelop Corio Station to improve access for residents and employment and by car and bus
- identifying preferred plans for removing level crossings for safety, reduced disruptions and to allow for future speed improvements
- addressing capacity constraints in the region such as the single track sections in Geelong
- confirming the planning outcomes of current studies into the extension of rail to Torquay and to Drysdale.

G21 REGION EVENTS

Events make a substantial contribution to the economy of the G21 Region. The region is known for its music festivals such as Falls Festival at Lorne, Queenscliff, Apollo Bay, and Meredith. These and other similar events such as the Portarlington Mussel Festival and sporting events like the Rip Curl Pro, attract crowds of 30,000 people or more. These are major events and make substantial contributions to the tourism economy.

Additional public transport is already provided to some, but not all of these events. The additional public transport services help to increase visitation, reduce the impacts and risks of people driving to events, and can help to raise the profile of the events.

Event organisers and PTV can collaboratively partner to deliver better public transport for special events. Early planning, secure funding, and measurement of the benefits that the extra public transport brings, will help to ensure that public transport supports events in the most effective way. The G21 Region supports events organisers and PTV delivering improved public transport for special events.

SHOULD THE RAILWAY RUN AS “GEELONG METRO” WITHIN THE REGION?

During strategy development there was interest in running a ‘Geelong Metro’ service on the railway in Geelong between Lara and Grovedale.

A ‘metro’ would have high-frequency services, typically every ten minutes, and would be the ‘backbone’ for Geelong bus services. However, there are a number of issues about running the line as a ‘Geelong Metro’, including the location of the stations and the current track limitations.

Some of the stations are poorly located for a ‘metro’. For example, Corio Station has outlived its initial purpose as an industrial station and now suffers from poor amenity and access. It could be relocated to a location where it can serve new employment areas, Park and Ride, and northern Geelong bus routes more effectively, but this will be costly. Marshall Station is a good strategic location for Park and Ride and bus feeder services from the Bellarine Peninsula, but does not have a town centre near it. Disused Breakwater Station could also serve a Park and Ride role but the land uses around it limit its potential. North Shore Station is situated with port uses on one side, minimising its potential patronage capture, but it could be upgraded to

become a local bus hub and interchange for The Overland long-distance train service. South Geelong is one block east of the major north-south public transport corridor on Moorabool Street.

There are also significant sections of single track, reducing the capacity available for high frequency metro services. One of these is through the tunnel south of Geelong Station; another is over the Barwon River. These sections would be particularly costly to duplicate.

All these issues could eventually be overcome, but significant shifts in land use planning over long periods of time will be needed, as well as substantial capital investment, to achieve outcomes that could be delivered sooner with high quality services on other routes.

In the meantime, the G21 region prefers an intercity rail service that offers regular intra-town services and connects through to Melbourne.



URBAN PUBLIC TRANSPORT FOR AN URBAN CENTRE

Most of the G21 region's growth is expected to be in Geelong, with major growth areas at Armstrong Creek and around Lara.

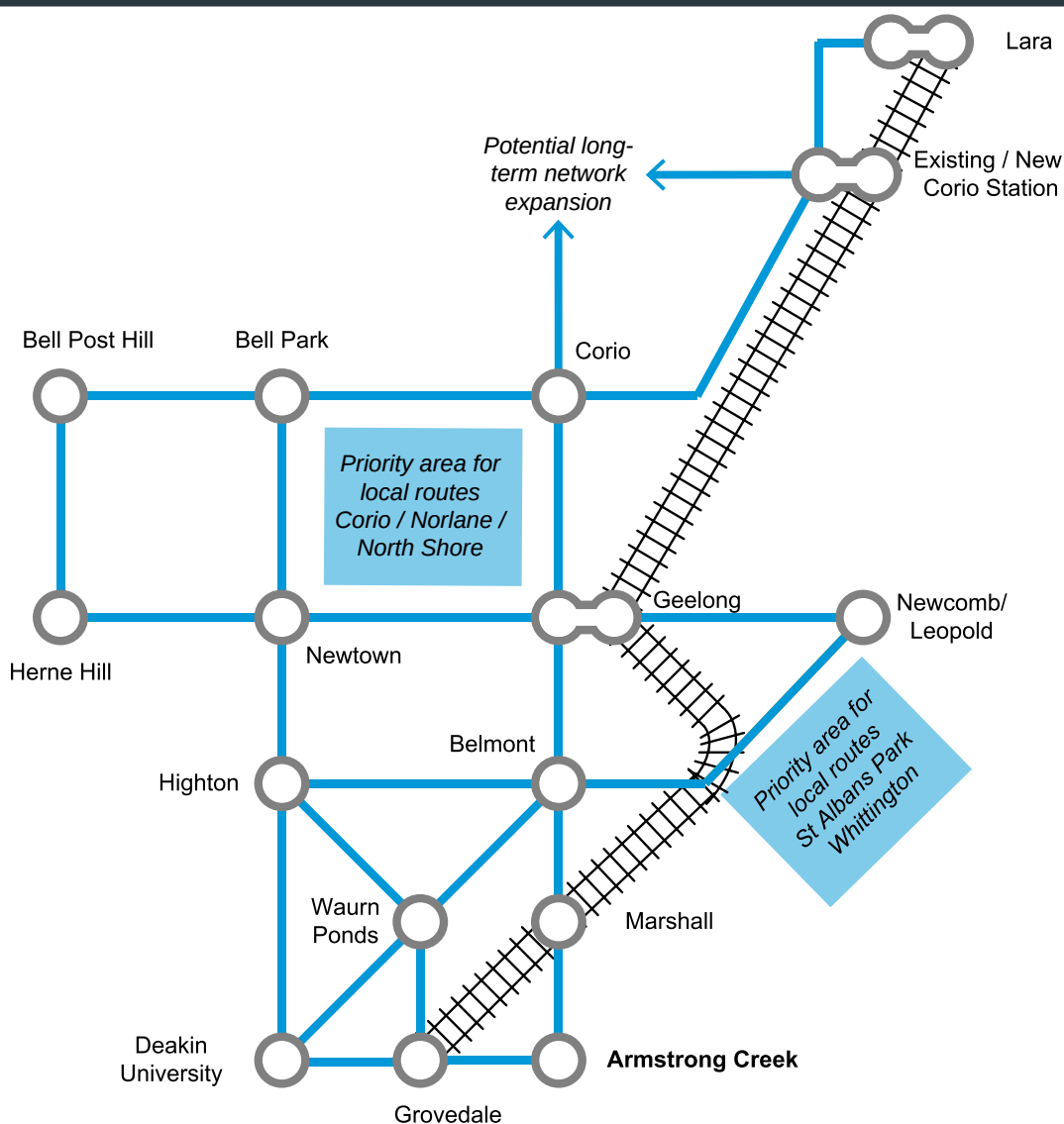
As this growth, the way Geelong works as a city is changing. It is gaining the 'critical mass' needed to change from a regional city to an urban centre.

Public transport will also need to change to support this vision. This strategic objective is to develop a 'go anywhere' public transport network for urban Geelong by reshaping and simplifying the current network.

Key to this is how the central city works, and the Vision 2 process is articulating a vision for change in central Geelong.

The current public transport network in Geelong is a mixture of different sorts of services, which makes it complex and confusing in places. Ultimately, a 'go anywhere' network of services will be needed, a network of high frequency, simple transit lines that have priority in streets; the sort of network that can shape the city around it. This vision received strong support from stakeholders during the strategy development process.

FIGURE 26 - 'GO ANYWHERE' PUBLIC TRANSPORT NETWORK FOR URBAN GEELONG



ACTION 1

The G21 region will support a network of principal grid bus services for urban Geelong.

A grid network of transit services for most of urban Geelong could be defined based on the major arterial roads.

Nevertheless, there are a number of areas of detail that require further resolution by City of Greater Geelong and PTV to confirm the long-term direction of network development.

These include:

- Confirming that high quality interchanges can be provided at places where the main lines of the network cross. Encouraging and helping passengers to transfer between services is crucial to the success of this kind of network. Places where people interchange must be high quality for passengers and operationally feasible. Most locations would be intersections which would need to have good pedestrian connections. Where a specially-built interchange is appropriate it should be of high quality and design.
- Access to the waterfront area of central Geelong, especially provision of direct services between Deakin University's campuses and subsequent connection to the railway station.

- Optimising access from the Bellarine Peninsula by identifying how to integrate the intercity bus network and the Geelong town network.
- Transit corridor planning for Armstrong Creek.
- Revising the VicRoads Road User Hierarchy to support the network.

ACTION 2

The G21 region supports a simplification of the bus network, beginning in Grovedale and eastern Geelong.

The Geelong bus network is a compelling place to begin the change to a simpler, more effective bus network.

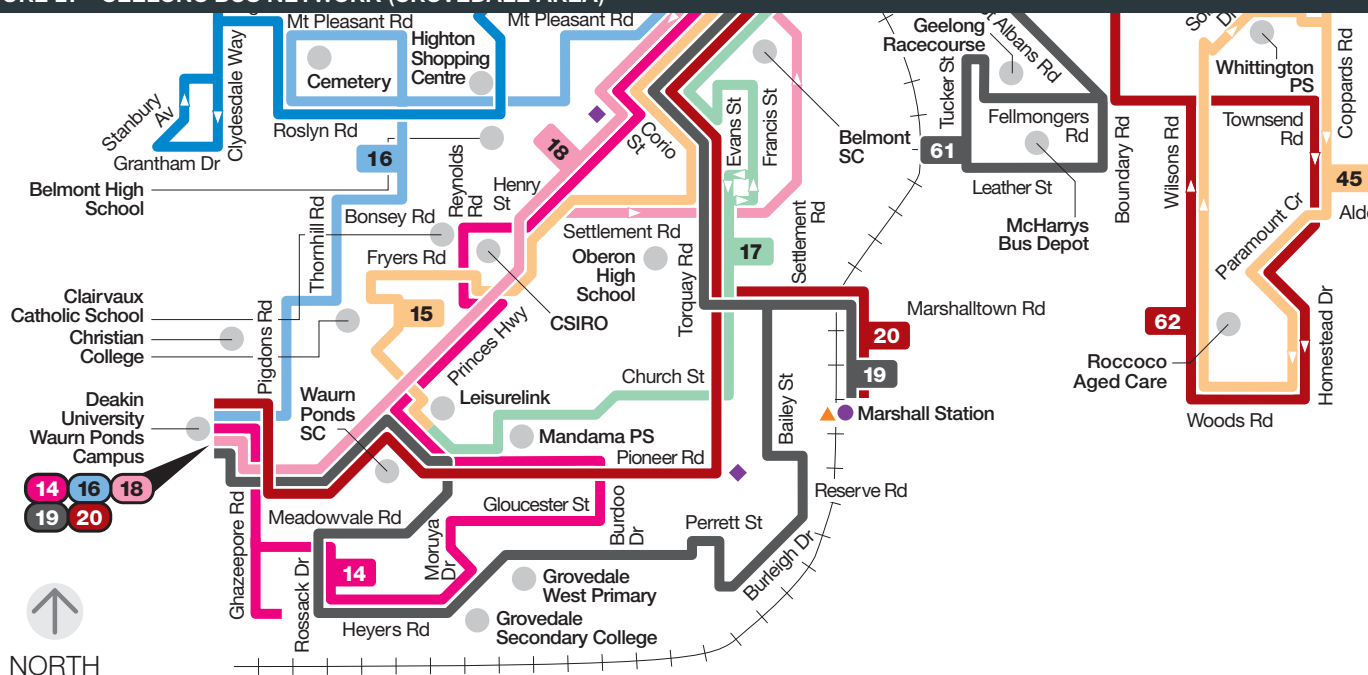
The current network is particularly complex, as shown in the figure below.

The opening of Grovedale Station in 2014 is a potential opportunity to revamp this network in the short-term. Resources saved by simplifying the bus network could be reused to provide increased services.

In eastern Geelong, a key issue is the extent of duplication of services with intertown, Leopold, East Geelong and Whittington services all operating in this area. A more efficient network would allow for reinvestment in more frequent services.

Further major service improvements and simplification could be introduced to coincide with the Regional Rail Link services in 2016.

FIGURE 27 - GEELONG BUS NETWORK (GROVEDALE AREA)



3.0 THE G21 REGION PUBLIC TRANSPORT STRATEGY

ACTION 3

The G21 region will support initiatives to improve the operation of the Moorabool Street interchange.

Moorabool Street is currently experiencing high demand, which has resulted in some negative passenger and operator experiences. These have been caused by delays and confusion about stop locations.

Simplifying the bus network could help change the way Moorabool Street interchange is used, making it easier for current customers. Fewer routes running more frequently could mean less waiting and simpler bus operations.

In the short-term a modest level of investment and expansion may be appropriate whilst the revised network structure is resolved.

COMMUNITY COMMENT

“LEGIBLE/EASY TO READ
TIMETABLES ARE A MUST”

ACTION 4

The G21 region supports an increase in urban bus frequencies to run every 20 minutes where not already operating at this level or better.

Much of the Geelong bus network in northern and western Geelong is direct and efficient, and boosting service levels in the short-term to services every 20 minutes would provide immediate benefits in co-ordination and wait time reduction.

In the long-term, services every 10 minutes will make the grid network perform at its best. This would be a long-term outcome.

COMMUNITY COMMENT

“PUNCTUALITY IS NOT AS
IMPORTANT IF FREQUENCY
IS HIGH”

ACTION 5

Encourage the City of Greater Geelong and the Department of Transport, Planning and Local Infrastructure to pilot a Corridor Planning Study to consider long-term transport and land use integration opportunities along a major public transport route.

A grid network will be a foundation for future transport and land use integration opportunities. A corridor plan examining how public transport can be given priority, streetscape improvement and potential for land use changes could set the groundwork for future development around the public transport network.

Some land use infill developments in line with the G21 Regional Growth Plan could be considered.

The corridor between central Geelong and Waurn Ponds would be a good corridor to investigate. It would allow investigation of a number of key issues:

- How to provide bus priority over the Barwon River i.e. the roles of Moorabool Street and Latrobe Terrace bridges.
- How to maximise the benefits to Belmont of establishing it as a key public transport interchange in Geelong, including the role of the Barwon Valley Activity Centre Park and Ride established by Deakin University.
- The way the street and road space is used on High Street and Latrobe Terrace in the future.
- Improving connections between and access to Deakin University's campuses.
- Integration of public transport services to Armstrong Creek Growth Area.

A photograph of a modern high-speed train, possibly a Shinkansen, stopped at a station platform. The train is white with blue and grey accents. A large number of passengers are standing on the platform, waiting. The station has a high, arched glass and steel roof. The scene is brightly lit, suggesting daytime.

TECHNOLOGY AND THE PUBLIC TRANSPORT NETWORK

The G21 Public Transport Strategy has been developed at a time when rapidly changing technology is opening up new opportunities for public transport.

Supplying information to and communicating with commuters has been transformed even in the few years since the first Strategy was prepared. Real-time service information is now made available to patrons through websites and smartphone applications. Flexible services are being trialled, based on instantaneous information about customer needs. These advancements can be beneficial for public transport users and providers, and add most value to services that are structured efficiently and effectively. However, these kinds of technologies have not yet been rolled out in the G21 region.

There is often interest in the choice of modal technology, such as developing a light rail. Well-integrated transport and land use planning, and frequent well-connected prioritised services are the starting point of successful public transport systems; light rail can be desirable because it seems to inherently have these attributes. In practice, implementing a light rail network in Geelong will first require a clear commitment to give it priority in the use of road space and at traffic lights. This is a decision based on policy and cost-benefits and can be made in favour of any frequent service, bus or rail. Based on this, the G21 Public Transport Strategy is 'technology agnostic'. The best technology should be selected based on current and future demand in a corridor, land use opportunities and costs; the current program of corridor studies such as Rail Revival, Torquay and Drysdale is providing insight into this issue.

IMPROVE INFORMATION, PLANNING AND PARTNERSHIPS

This Public Transport Strategy is the G21 region's strategy, and the G21 region can take a leadership role in finding new ways to implement better public transport, sooner, than would otherwise be the case.

By forming new and stronger partnerships across the region, there are many opportunities to make the most of existing services and create new and innovative ways of meeting public transport needs.

Key stakeholders in the region have already demonstrated leadership in this area, stepping in to fill gaps in the public transport network.

Across the region, these gaps are often understood locally but there is a lack of data to support detailed planning, and gaps in evidence to support the business cases that could secure funding to address the G21 region's specific needs.

Nevertheless, despite these issues, there are many good aspects to the G21 region's public transport network. Low cost improvements to information and communication about public transport could maximise the benefits of existing services.



ACTION PLAN

ACTION 1

The G21 region advocates for PTV to prioritise the development of a 'real time' information capabilities for G21 region bus services.

Better information, especially electronic displays that provide bus service information in 'real time', was a consistent theme across the region in the strategy development process.

The use of bus tracking technology provides a way to improve the operation of the bus network and is an important step in providing real time information. It would provide a range of benefits, including:

- reduced waiting times for customers
- new opportunities to improve accessibility of information, such as supporting audio announcements on-board buses of route details and next stop information
- more reliable connections, by enabling buses to wait longer for delayed trains because reliable information can be distributed to waiting passengers about delays
- a technological platform for future bus priority initiatives
- efficient fleet management by operators.

Collecting public transport data in real time is an area where technology is rapidly changing. New approaches are still emerging, such as 'crowd-sourcing' of data from mobile phones to track buses. It has also become much more cost-effective to send information to mobile devices, which means costly information displays at stops are less important. Nevertheless real time information, including audio, should be provided at key interchanges.

ACTION 2

The G21 region will collaborate with the Victorian Government to develop a policy framework that enables multiple funding partners to establish or upgrade a PTV administered public transport service.

A key strategic need identified in this study is for improved ways to have public transport services running when they are needed. Public transport services require significant ongoing subsidies if they are to be affordable to customers. In a climate where there is less funding available, it is more important than ever to explore innovative ways of funding public transport services.

Recently, the old method of lobbying for services was found to be less effective than in the past when Deakin University required improved transport connections. Funding limitations and restructuring of agencies meant the Victorian Government could not respond in a timely way, and the University introduced its own service and supporting infrastructure.

In a similar way, some stakeholders such as employers may be willing to make a financial contribution to subsidise targeted public transport service. For example, the summer buses to the Great Ocean Road provide access to jobs, and avoid the high cost to employers and employees of finding seasonal accommodation in tourist towns. Better public transport provides a direct benefit to employers who can run a more successful and productive business.

However there is not a clear way of starting or sustaining these arrangements in Victoria.

A simple and easily administered policy that outlines responsibilities and processes for partnership recurrent funding of services would be a valuable framework to address this gap. As the specialised public transport agency, Public Transport Victoria is best placed to manage public transport services. The policy framework could focus on how to manage changing service need over time when multiple funding sources have been pooled.

ACTION 3

The G21 region support PTV to undertake a regular market research and customer satisfaction survey across the G21 region.

There is limited data about public transport customers and potential customers in the G21 region, such as the factors that make them choose to use (or not use) particular services. Travel surveys are used as part of strategic transport planning; they provide information on the choices made but often not the reasons.

Increasing the amount of ‘tactical’ data available, such as the level of customer satisfaction about information, comfort, safety and so on could allow for a more responsive program of service improvement and targeting of areas of unsatisfactory performance.

ACTION 4

The G21 region will collaborate with the Victorian Government to share more data about public transport.

Many stakeholders are involved in public transport in the region – transport planners, land use planners, operators at state and local levels, and current and potential users.

To make good decisions in implementing key aspects of the strategy, there is a need to share data currently held by a range of agencies. For example bus stops are generally managed by councils but information on their use is held by PTV.

Establishing a regional data clearing house where all stakeholders can access up-to-date information about public transport supply and demand would raise awareness of public transport’s needs and improve transport and land use decision making.

ACTION 5

The G21 region will encourage PTV to research to measure the benefits of public transport in the region, focusing on the relationship between economic and social outcomes, to strengthen the evidence base for the business case for investment.

During the strategy development process, powerful insights were shared by the G21 community into the relationship between economic and social outcomes in the region.

A targeted program of economic research, for example by business survey, would help to quantify the economic benefit to the region that could flow from improved public transport services. This would help shift the case for investment from a principles-based business case to a strong economic one.

7. FORMER WESTERN BEACH BOAT YARD DEVELOPMENT OPPORTUNITIES

Portfolio:	Central Geelong – Cr Heagney
Source	Projects, Recreation and Central Geelong / Events, Central Geelong & Waterfront
General Manager:	Dean Frost
Index Reference	Property: 74-90 Western Foreshore Rd, Geelong (ID# 219122)

Purpose

The purpose of this report is to seek endorsement to proceed with Expressions of Interest for development opportunities of the former Western Beach Boat Yard and to refer environmental remediation cost of the site to the budget process.

Summary

- The Central Geelong Waterfront Master Plan identifies the former Western Beach Boat Yard as an opportunity for a medium sized development.
- Industrial use for the site as a boat yard is no longer considered economically and environmentally sustainable.
- There is interest from the private sector to invest into recreational/tourist developments on the site.
- Environmental reports have revealed that the site has contaminated soil from former use as a boat yard.
- A private sector development on the site is considered the best outcome to rehabilitate the site and deliver the Central Geelong Waterfront Master Plan outcomes.
- A public Expression of Interest process will be used to attract prospective businesses.
- The cost of remediation works to be referred to the 2014/15 budget process.

Cr Heagney moved, Cr Harwood seconded -

That Council:

- 1) endorse the Expression of Interest process to select a new business opportunity for the Waterfront;**
- 2) refer remediation costs to the 2014/15 budget process.**

Carried.

Background

The Western Beach Boat Yard has been used primarily for marine related purposes including construction and maintenance since the early 1900's. The site has not been used as a boat yard for several years and is no longer considered economically or environmentally suitable for industrial use.

The waterside site of approximately 3000m² has been subject to significant land reclamation and recent Environmental Assessments have identified soil contamination from past uses.

7. FORMER WESTERN BEACH BOAT YARD DEVELOPMENT OPPORTUNITIES (CONT'D)

The site can be considered for new recreational uses provided that remediation works are carried out.

Discussion

The site currently sits unused and in its present state does not compliment the surrounding high quality Waterfront precinct.

The Central Geelong Waterfront Master Plan identifies this site as one of the few remaining undeveloped areas in the precinct that has the capacity for medium sized development that accommodate a development of reasonable scale due to its land size and location.

Specific actions of the Master Plan aim to facilitate greater public use of the site and provide direct access to the water by a water-edge path. The Master Plan prescribes guidelines to ensure any development and use is complementary and compatible with their Waterfront location.

Based on recent Environmental Assessments, the site in its current state is considered to be unsuitable for recreational open space land use. Council as Land Manager for the area is responsible under the Environment Protection Act 1970 to rehabilitate the land. The cost of remediation is dependant on the future uses and what landscape/building treatments that can be used to seal the land.

Options for the site are:

1. Do nothing	Pros: • Minimal cost for up keep. Cons: • No public access; • Poor amenity; • Council's requirements to rehabilitate land not meet. • Visually detracts from the overall Waterfront appearance
2. Return to open public space	Pros: • Facilitate public use of the site. • Achieve continuation of water-edge path; • Additional open public space. Cons: • Significant (\$1 million plus) outlay on Council to fund the remediation and landscape costs.
3. Seek development opportunities for the site	Pros: • Facilitate public use of the site; • Provide a commercial opportunity for tourist related business for Central Geelong; • Achieve continuation of water-edge path; • Share remediation costs with the business. Cons: • Outlay from Council to contribute to funding of remediation costs and pathways.

There is interest from the private sector to invest into recreational and tourist developments on the site.

7. FORMER WESTERN BEACH BOAT YARD DEVELOPMENT OPPORTUNITIES (CONT'D)

Given this interest, it is considered that option 3 delivers the most cost effective and social objectives of the Master Plan. It also provides the opportunity to support existing Central Geelong businesses by attracting a new unique business to the precinct.

A public Expression of Interest process would be used to attract prospective businesses. It is proposed to use this process to select the preferred new business then work together to develop a cost effective remediation plan for the site.

Objectives of the Expression of Interest are:

- To provide a range of high quality and unique visitor experiences that will establish the area as a major tourism attraction and contribute to Central Geelong's position as a significant destination.
- To provide employment opportunities.
- To increase visitation to, and length of stay in, Central Geelong.
- To provide appealing recreation and cultural opportunities for City of Greater Geelong's residents including sports, leisure, culture and arts.
- To ensure an attractive, active and safe pedestrian environment that strengthens the visual and function linkages from Western Beach to the Central Geelong Waterfront.

A new business opportunity should compliment existing Central Geelong businesses. The Expression of Interest will not support proposals for accommodation or restaurants apart from small food kiosk to support the primary new activity.

Environmental Implications

The business will need to demonstrate how it proposes to minimise levels of noise, water, air and land pollution and damage to the environment and Council assets. Levels of damage to both the natural and built environment will be assessed.

Under EPA guidelines, the site requires environmental assessment to understand the nature and extent of any contamination that may be present and whether that contamination poses a risk to the environment.

Council as Land Manager is responsible to ensure the site is safe for any new proposed use. Working with the proposed business will provide an approach for understanding whether there are any risks and how they might be mitigated.

Financial Implications

The cost to rehabilitate the site is subject to the methodology used to remediate contaminated soils by either sealing with paved surfaces or capping with clean material. Substantial cost is required should contaminated material be required to be removed and disposed to a licenced land fill facility. The best outcome for Council is to work with the business proponent to reduce remediation costs by agreeing on surface treatments and location of improvements etc.

Preliminary soil characterisation and assessment of the site indicate remediation costs of approximately \$300,000 for a recreation/leisure/tourist facility. Further assessment is underway to gain a better understanding of the various options for remediation and level of financial certainty and risk.

7. FORMER WESTERN BEACH BOAT YARD DEVELOPMENT OPPORTUNITIES (CONT'D)

Should the site be returned to open public space, the total cost of remediation and landscape development would exceed \$1,000,000.

Council would receive rental income from lease of the area for a commercial business. A market valuation would be sought to set the rent.

The Expression of Interest process does not obligate Council to proceed with any proposal should the funding of remediation costs not be approved in the budget.

The remediation costs of \$300,000 would be referred as a future budget proposal for 2014/15. Council eligibility for State Government funding for remediation costs will be investigated.

Policy/Legal/Statutory Implications

The area is Crown Land with the City of Greater Geelong appointed as Land Manager. Coastal Management Act consent will be required to proceed with any development proposal. The Expression of Interest process will meet the State Government's requirements to have a competitive selection process for granting of Crown Land leases.

Any new business proposal will be subject to obtaining a Planning Permit.

Council, in taking the course of action to agree to the Expression of Interest application, is not giving approval to the proposal. The Planning Permit will be the approval process following the consideration of all relevant requirements and public consultation. This will allow the application to be assessed on its merits, and does not limit or predict a decision regarding a Planning Permit.

Alignment to City Plan

This report aligns with the 2013-2017 City Plan strategic direction of Growing Our Economy. This initiative helps meet the priorities:

- A successful and vibrant city centre;
- Support existing businesses and encourage new and emerging growth sectors; and
- Greater Geelong is a leading city for tourism, arts, culture and events.

Officer Direct or Indirect Interest

There are no officer direct or indirect interests in this report.

Risk Assessment

The Expression of Interest process to select a preferred business operator will not obligate Council in any way and will only proceed at the sole discretion of Council. This is to reduce the financial risk to Council of excessive remediation costs.

The successful business operator must be able to demonstrate a commitment to and if possible, an excellent safety record / history. They will need to supply safety and business plans for approval.

7. FORMER WESTERN BEACH BOAT YARD DEVELOPMENT OPPORTUNITIES (CONT'D)

Social Considerations

Any new business will assist in activating the Western Beach area and provide a complementary service to the Youth Activity Area.

It will add to the Waterfront experience and a unique attraction to entice visitation to the area. The ability of proposals to provide free public access to its facility will be strongly sought.

Human Rights Charter

There are no Human Rights Charter issues to be considered in this report.

Consultation and Communication

The Central Geelong Waterfront Master Plan review document was developed in consultation with several Council departments including Events, Central Geelong & Waterfront, Environment, Sport and Recreation, Strategic Projects, Planning Strategy, and Statutory Planning. The Master Plan was placed in the public eye including some coverage from the Geelong media and adopted based on the feedback of interested parties.

Further public notification and consultation will be undertaken as part of the Planning Permit process.



Former Western Beach Boat Yard Site

Although all due care has been taken to ensure that this document is correct, no warranty is expressed or implied by the City of Greater Geelong, Barwon Water or the State of Victoria in its use.



Cr Heagney declared an Indirect Interest by a Conflicting Duty in Agenda Item 8 Proposed Rezoning 1681-1729 Bellarine Highway, Marcus Hill, in that she is on the Board of the Geelong Cemeteries Trust, and left the meeting room at 8.03pm prior to discussion.

8. PROPOSED REZONING 1681 - 1729 BELLARINE HIGHWAY, MARCUS HILL

Portfolio:	Planning - Cr Heagney
Source	Planning and Tourism
General Manager:	Peter Bettess
Index Reference	Project: Proposed Rezoning

Purpose

The purpose of this report is to enable Council to consider a proposal by Geelong Cemeteries Trust to rezone land at 1681 – 1729 Bellarine Highway Marcus Hill for cemetery purpose use.

Summary

- Geelong Cemeteries Trust is seeking Council support to the rezoning of land at 1681 – 1729 Bellarine Highway Marcus Hill to enable the land to be used for cemetery purpose use.
- The 39.7 hectare site falls within the Farming zone and its rezoning to Public Use Zone 5 Cemetery/Crematorium would enable the land to be used for cemetery purposes without the need for any further planning permit.
- The land has already been purchased by the Government and a Ministerial Amendment pursuant to Section 20 (4) of the Planning and Environment Act will be the most expeditious means of rezoning the land.
- The subject land, which is currently occupied by a eucalypt plantation is centrally located to all towns on the Bellarine Peninsula to meet their future cemetery requirements. Within this immediate area of the Peninsula there already exists a variety of non-farming uses.
- The property is sufficiently large for all funeral and cemetery activities to be conducted without any impact on surrounding property owners. Provided all VicRoads requirements are complied with regarding access arrangements no objection is seen to the proposal.

Cr Macdonald moved, Cr E Kontelj seconded -

It is recommended Council advise Geelong Cemeteries Trust it would support a rezoning application to the Minister for Planning pursuant to Section 20 (4) of the Planning and Environment to rezone land at 1681 – 1729 Bellarine Highway, Marcus Hill for cemetery purpose use.

Carried.

Background

Geelong Cemeteries Trust advises it has been granted permission from the Department of Health to purchase the land at 1681 – 1729 Bellarine Highway, Marcus Hill for cemetery purpose use.

While the land will be reserved for use as a cemetery under the Crown Land Reserves Act 1978, a rezoning is being sought so that no further permits are required for cemetery use. A search of Council records indicates the Government has already purchased the land.

8. PROPOSED REZONING 1681 - 1729 BELLARINE HIGHWAY, MARCUS HILL

The subject land which has an area of 39.7 hectares, is currently zoned Farming as shown in **Appendix 1**.

The property is currently occupied by an extensive eucalypt plantation, together with some centrally located buildings, as shown on the aerial photograph at **Appendix 2**. Within a 2 kilometre distance of the subject land, along the Bellarine Highway, there are already a number of non traditional type farming uses i.e. dog and cat boarding, Big 4 Caravan Park, Equestrian centre, Mitre 10, A Maze 'n Games, Mini Golf, Restaurant, Aged Care. These are shown on **Appendix 3**.

Discussion

The proposed site is intended to provide the cemetery/crematorium requirements for Bellarine Peninsula residents for the foreseeable future. It is centrally located on the Peninsula between the two largest designated growth centres (Ocean Grove and Drysdale) and only a short 5-10 minutes drive from Leopold.

The property itself is already densely planted with eucalypts as a commercial plantation which provide excellent opportunities for all future activities to be fully screened from surrounding farming properties. As such it is expected that all cemetery/crematorium activities will be able to be conducted without any adverse amenity impacts on neighbours.

Potentially the major issue likely to arise will relate to traffic and whether or not any highway upgrades will be required by VicRoads to provide for vehicles entering and exiting the property. Provided all VicRoads requirements are complied with by Geelong Cemeteries Trust with regard to future access arrangements, no objection is seen to this proposal.

The most expeditious means of rezoning the land being sought by Geelong Cemeteries Trust is for it to seek a Ministerial amendment pursuant to Section 20 (4) of the Planning and Environment Act (which enables the Minister to exempt himself from normal notification requirements). Given that the Government has already purchased the land for this purpose and having regard to the planning factors outlined above, this course of action is considered to be appropriate.

Environmental Implications

The proposed rezoning has no environmental implications.

Financial Implications

This proposal has no financial implications to Council

Policy/Legal/Statutory Implications

The rezoning proposal is supported by the overall thrust of State and Council planning policies which advocate the long-term planning of community facilities. The subject land is outside the settlement boundary of Ocean Grove as shown in the adopted Ocean Grove Structure Plan 2007.

Alignment to City Plan

The proposal is consistent with the Community Wellbeing Strategies of City Plan which are directed at delivering the whole range of community facilities and services to meet the needs of the City's growing population.

8. PROPOSED REZONING 1681 - 1729 BELLARINE HIGHWAY, MARCUS HILL

Officer Direct or Indirect Interest

No Council Officers have any direct or indirect interest, in accordance with Section 80 (C) of the Local Government Act, to which this proposed Amendment relates.

Risk Assessment

No risks have been identified regarding the rezoning of this land.

Social Considerations

Construction of this facility on the subject land will ensure all cemetery/crematorium requirements of Bellarine Peninsula residents are catered for well into the future

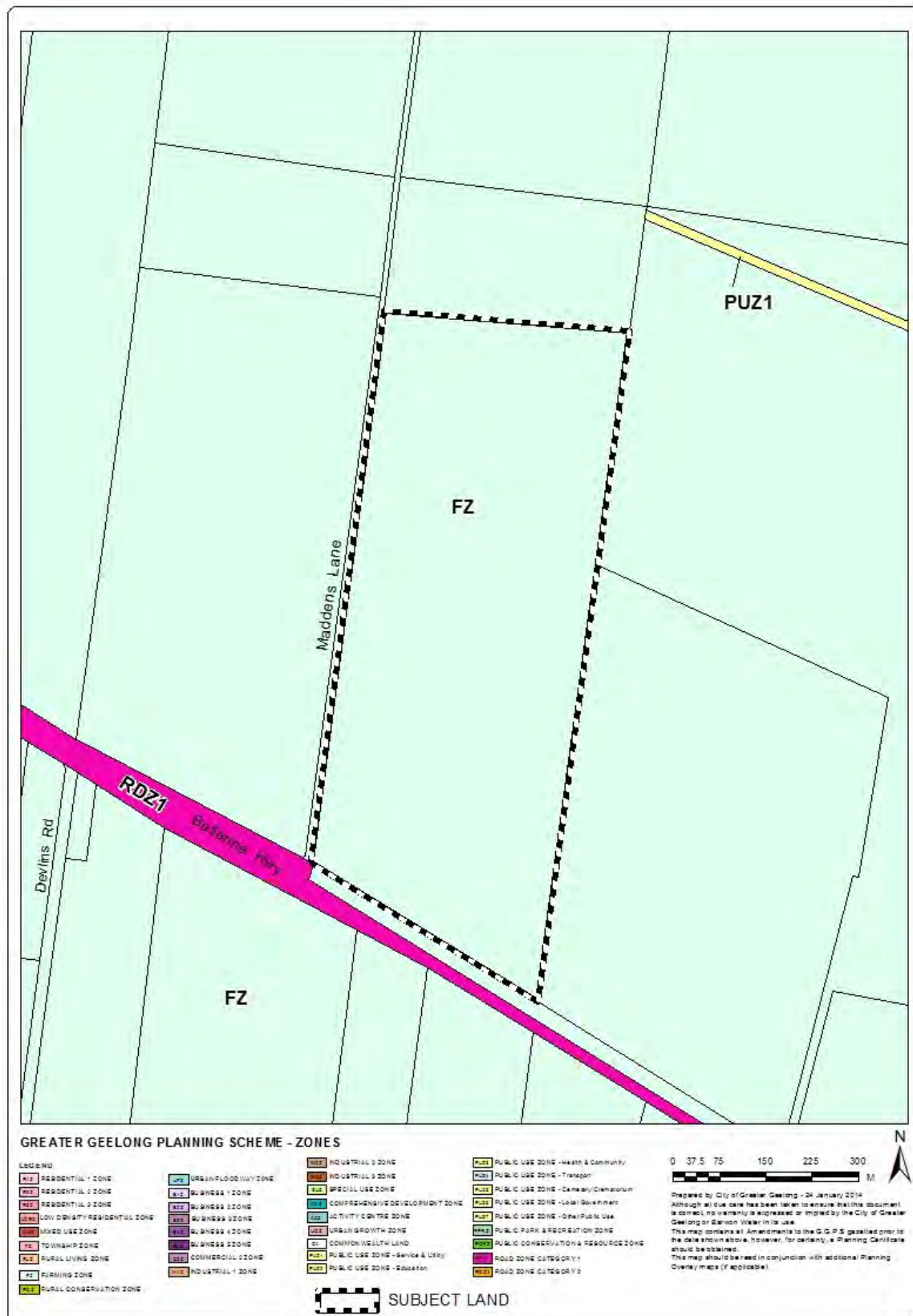
Human Rights Charter

The proposal does not impact on any human rights and responsibilities set out in the Charter.

Consultation and Communication

It is understood the Geelong Cemeteries Trust has advised adjoining property owners of its future intentions with respect to the subject land.

Appendix 1 – Subject Land



Appendix 2 – Aerial Photograph of Site



Appendix 3 – Locality Plan



Cr Heagney re-entered the meeting room at 8.04pm.

9. EMERGENCY MANAGEMENT BILL 2013

Portfolio:	Infrastructure, Parks & Gardens – Cr Ellis
Source	City Services - Emergency Management and Fire Prevention
General Manager:	Gary Van Driel
Index Reference:	Emergency Management

Purpose

To inform the Council on proposed changes to Victoria's emergency management system/arrangements brought about by the Emergency Management Bill 2013.

Summary

- As a result of the State Governments White Paper titled '*Victorian Emergency Management Reform, (December 2012)*', the drafting of a new piece of legislation, that is, the Emergency Management Bill 2013 has begun the legislative reform process;
- The Bill is the commencement of the first major overhaul of Victoria's emergency management system/arrangements in twenty seven years and will reshape the way Victoria prepares for, responds to and recovers from an emergency;
- This new legislation focuses on the establishment of new governance arrangements for emergency management in Victoria;
- Under Part 1, section 4, the Emergency Management Bill 2013 must be read and construed as one with the *Emergency Management Act 1986*. That is, the provisions of the 1986 Act still prevail unless repealed by the 2013 Act. These repeals are detailed by Part 9, section 78 of the 2013 Act; and
- An examination of section 78 revealed that Part 4 Responsibilities of Municipal Councils of the *Emergency Management Act 1986* currently remain unchanged.

Cr Ellis moved, Cr Richards seconded -

That Council:

- 1) notes this report; and**
- 2) receives additional report(s) as further recommendation of the State Government's White Paper titled '*Victorian Emergency Management Reform, (December 2012)*' are implemented.**

Carried.

Background

As a result of the State Governments White Paper titled '*Victorian Emergency Management Reform, (December 2012)*', the Emergency Management Bill 2013 has begun the legislative reform process.

This new Bill is the commencement of the first major overhaul of Victoria's emergency management system/arrangements in twenty seven years and will reshape the way Victoria prepares for, responds to and recovers from an emergency.

9. EMERGENCY MANAGEMENT BILL 2013 (CONT'D)

Discussion

Councils currently have a number of responsibilities under Part 4, of the *Emergency Management Act 1986*. These include:

- Prepare and maintain a Municipal Emergency Management Plan (MEMPlan). The MEMPlan must:
 - include resources owned or under the direct control of the Council as well as other resources that are available and how such resources are to be used for emergency prevention, response and recovery;
 - for councils located wholly or partly in the country area of Victoria, identify all designated safer places and/or municipal refuges.
- Appoint a person or persons to be the Municipal Emergency Resource Officer (MERO) or officers. The MERO is:
 - responsible to the municipal council for ensuring the co-ordination of municipal resources to be used in emergency response and recovery.
- Appoint a Municipal Emergency Planning Committee (MEMPC). The MEMPC must:
 - prepare a draft municipal emergency management plan for consideration by the municipal council.

Once the new Emergency Management Bill 2013 receives royal ascent it will:

- Introduce a genuine all hazards all agencies framework with a focus on community, collaboration and capability;
- Establish the State Crisis and Resilience Council as the peak emergency management advisory body responsible for emergency management policy and strategy;
- Establish Emergency Management Victoria as the new overarching body for emergency management in Victoria;
- Establish the position of Emergency Management Commissioner; and
- Establish the position of Inspector – General for Emergency.

The Objectives of the Bill under Part 1, section 5 are:

- Foster a sustainable and efficient emergency management system that minimises the likelihood, effect and consequences of emergencies;
- Establish efficient governance arrangements that:
 - Clarify the roles and responsibilities of agencies;
 - Facilitate cooperation between agencies;
 - Ensure coordination of emergency management reform within the emergency management sector; and
- Implement an 'all hazards-all agencies' approach based on networked arrangements and greater interoperability.

The State Crisis and Resilience Council under Part 2, section 7, will be responsible for providing advice to the Minister in relation to:

- Whole of government policy and strategy for emergency management; and
- The implementation of that policy and strategy.

The Chief Executive Officer of the Municipal Association of Victoria is a nominated representative for local government on the State Crisis and Resilience Council.

9. EMERGENCY MANAGEMENT BILL 2013 (CONT'D)

Emergency Management Victoria under Part 3, section 17, has the following functions:

- To act as the agency responsible for the coordination of the development of the whole of government policy for emergency management in Victoria;
- Provide policy advice to the Minister;
- To implement reform initiatives;
- To liaise with the Commonwealth Government; and
- To provide support to the Emergency Management Commissioner.

Emergency Management Victoria will consist of 2 members being –

- a) The Chief Executive, Emergency Management Victoria; and
- b) The Emergency Management Commissioner.

Note: Part 4, section 24(2) states ‘...The Emergency Management Commissioner is the successor in law to the Fire Services Commissioner under the Fire Services Act 2010...’

The functions of Inspector-General Emergency Management are contained in Part 7, section 64 and include:

- Develop an assurance framework against which the capacity, capability and performance of the emergency management sector ⁽¹⁾ is to be assessed;
- Undertake system-wide reviews that include reviewing the functions of responder agencies and Departments
- Evaluate state-wide training and exercising arrangements
- Monitor and report to the Minister on the implementation of the Strategic Action Plan which is a rolling 3-year works program for each agency that must include in respect of that agency (Part 2, section 12):
 - Things to be done;
 - Projects to be undertaken; and
 - Measures to be met that will enhance the agency’s operational capacity.

Impact on the Local Government Sector

Under Part 1, section 4, the new *Emergency Management Act 2013* must be read and construed as one with the *Emergency Management Act 1986*. That is, the provisions of the 1986 Act still prevail unless repealed by the 2013 Act. These repeals are detailed by Part 9, section 78 of the 2013 Act.

An examination of section 78 revealed that Part 4 Responsibilities of Municipal Councils of the *Emergency Management Act 1986* currently remain unchanged.

Environmental Implications

There are no environmental implications associated with this report.

Financial Implications

There is no financial impost on the Council once the Emergency Management Bill 2013 receives royal ascent.

No impact to budget.

9. EMERGENCY MANAGEMENT BILL 2013 (CONT'D)

Policy/Legal/Statutory Implications

Council continues to meet its legislative responsibilities under the *Emergency Management Act 1986*. There are no provisions within the new Emergency Management Bill 2013 that apply to the Local Government Sector.

Alignment to City Plan

Emergency Management ties into City Plan 2013-2017 Community Wellbeing strategic direction. Under this strategic direction there is a direct link to the Municipal Emergency Management Plan (MEMPlan) which is listed as a master plan to assist in delivering Community Wellbeing priorities.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any direct or indirect interest relative to the advice provided in this report.

Risk Assessment

There are no risks associated with the recommendations contained within this report.

Social Considerations

Once the Emergency Management Bill 2013 receives royal ascent, the new Act will enact changes at the upper echelon on emergency management planning and governance arrangements in Victoria.

The application of the new Act will have a positive impact on the community by ensuring that the City continues to maintain and enhance the support role it fulfils during an emergency event.

Human Rights Charter

An emergency, depending upon its size and nature can affect the whole community and, once again, depending upon the type of emergency can have long lasting community impact. The implementation of this new Act strives to improve high level governance arrangements thus enhancing community safety.

Consultation and Communication

The Municipal Association of Victoria will continue to keep the local government sector informed not only on the progress of this new Bill through the Parliament but on other changes as the State Government introduces other recommendations from the White Paper titled '*Victorian Emergency Management Reform, (December 2012)*'.

10. COLITE STREET GROUP OF STREETS, BARWON HEADS - PROPOSED ROAD CONSTRUCTION - SRC 316 - DECLARATION OF CHARGE

Portfolio:	Infrastructure – Cr Ellis
Source	City Services - Engineering Services
General Manager:	Gary Van Driel
Index Reference	Special Rates and Charges; Colite Street

Purpose

This report seeks a resolution by Council to declare the revised charges for the construction of Colite Street and the unconstructed sections of Margate Street and Grandview Parade and a small portion of Challis Street east of Margate Street in Barwon Heads (See plan – Appendix 4).

Summary

- Council has received complaints from property owners over a period of time which includes dust and flooding. In particular, the intersection layout at Colite Street and Grandview Parade is considered to encourage dangerous driver behaviour.
- It is proposed to construct Margate Street to a width of 7.5 metres, Colite Street to a width of 6.0 metres and Grandview Parade to a width of 4.4 metres.
- Challis Street is a no through road and provides access to eleven (11) properties. It is proposed to leave this laneway unsealed.
- There are 23 properties involved in the scheme. The total revised estimated project cost is \$244,661 and includes a scheme cost of \$165,389. Council is contributing \$79,272 towards the intersection design and transition works which is considered to be renewal works and an intersection safety improvement. Council's contribution to the scheme is an additional \$35,440.
- Property owners receive benefit from the works by way of improved vehicular access, removal of nuisance dust and mud, drainage and general amenity improvement.
- The scheme was advertised and ten (10) submissions including three (3) objections were received. A Submissions Panel considered all matters and recommended that Council review the cost apportionment and carry out a safety audit on the proposed intersection design for the intersection of Margate and Colite Streets and Grandview Parade prior to adopting the scheme. The review and safety audit have been carried out with outcomes detailed within this report.
- The scheme has been prepared in accordance with the Special Rate and Charges provisions of the Local Government Act along with Council's Special Rates and Charges Policy.

Cr Ellis moved, Cr Richards seconded -

That; having considered property owner submissions, Council:

1) Resolves to declare the Special Charge Scheme as amended as follows:

- a) **An amended special charge be declared for a period of four (4) years until the work has been completed and the scheme finalised.**

10. COLITE STREET GROUP OF STREETS, BARWON HEADS - PROPOSED ROAD CONSTRUCTION - SRC 316 - DECLARATION OF CHARGE (CONT'D)

- b) The amended special charge be declared for the purpose of defraying any expenses incurred by Council in relation to the construction of Colite Street and the unconstructed sections of Margate Street and Grandview Parade, Barwon Heads which project:
 - b1) Will provide proper vehicular access, improved drainage, removal of nuisance dust and mud and enhancement to the general safety and amenity for each of the properties included in the scheme;
 - b2) Council considers is or will be a special benefit to those persons required to pay the special charge (and who are described in succeeding parts of this Resolution); and
 - b3) arises out of Council's function of planning for and providing infrastructure for property owners.
- c) The total cost of project, be recorded as \$244,660.58.
- d) It be recorded that, for the purposes of Section 163 (2A) of the Local Government Act 1989 (The Act), the special charge proceeds will not exceed the amount calculated in accordance with the prescribed formula ($R \times C = S$), the:
 - d1) 'benefit ratio' (R) being calculated at 0.786 represents the special benefits to all persons liable to pay the special charge;
 - d2) 'total cost' (C) of performing the function described in part 1 (b) of this resolution based on estimated cost be recorded as \$165,388.52; and
 - d3) 'maximum levy' (S) be recorded as \$129,948.12
- e) the following be specified as the area for which the special rate is so declared:
 - e1) the area within municipal district of Council highlighted in the plan attached to this Resolution ("the area").
- f) the following be specified as the land in relation to which the special charge so declared:
 - f1) land within the area shown on the plan.
- g) the following be specified as the criteria which form the basis of the special charge so declared:
 - g1) ownership of any land described in Part 1(e) of this Resolution.
- h) the following be specified as the manner in which the special charge so declared will be assessed and levied:
 - h1) Each lot has been allocated a single access unit;
 - h2) Corner lots with construction on both frontages and sideage, and not reconstruction of existing pavement, allocated access units of 1.33;
 - h3) Each lot with no abutting construction assessed on access units only;
 - h4) Total cost divided equally on area and access unit basis;

10. COLITE STREET GROUP OF STREETS, BARWON HEADS - PROPOSED ROAD CONSTRUCTION - SRC 316 - DECLARATION OF CHARGE (CONT'D)

- [illegible]

Carried.

Background

This project involves some remnant sections of roads in Barwon Heads and part of an original subdivision which dates back as early as 1849. The project initially involved Colite Street, Challis Street, and the southern unconstructed portion of Margate Street.

As discussions evolved however, Challis Street has been omitted.

A number of enquiries have been received by Council over time, with the main concern being errant driver behaviour through the intersection. Some instances of fences being knocked over have been reported.

10. COLITE STREET GROUP OF STREETS, BARWON HEADS - PROPOSED ROAD CONSTRUCTION - SRC 316 - DECLARATION OF CHARGE (CONT'D)

In 2003 a survey of owners was undertaken with only 9 responses from the owners of 18 properties and no clear direction for Council regarding street construction. In more recent years the number of enquiries and complaints has increased and in 2009 a concept plan for the construction of the various roads was prepared.

In late 2011 Council officers met with property owners. The group generally supported construction however owners of Challis Street properties felt that construction of their street, in any form, was unnecessary. The road construction project was then shown as various options, being full construction to part construction. These were sent out in late 2011 and responses supported an option which removed Challis Street and the eastern portion of Colite Street from the scheme.

In the same mail out, details of the proposed method of apportionment were provided.

A temporary delineation of the intersection has been carried out and appears to be slowing traffic as it passes through the intersection. A traffic count has also undertaken in late 2011 with results as follows.

LOCATION	24 HOUR VOLUME	SPEED KM/HR
Margate Street	397	47.5
Grandview Parade	443	45.7
Colite Street	144	26.3

A submissions panel hearing was held on 2 July 2013 and after considering all submissions, both verbal and written, further considerations have come to light.

A review of the Benefit Ratio of the scheme has been made and it was found that there is a benefit to the wider community in constructing the roads. This benefit is defined as the benefit to properties outside the scheme boundaries, in particular the property owners who may use Colite and Margate Streets and Grandview Parade to access other areas. This benefit is confirmed by the above traffic counts for these streets in that it may be reasonably assumed that it is not just the affected property owners who use these streets. The community benefit and the associated Benefit Ratio is detailed at Appendix 2.

The final concern for this Special Charge Scheme is that of the intersection design for Colite and Margate Street and Grandview Parade. Concerns were made by the affected property owners that the existing intersection design may not be the safest and most appropriate for the area.

A revised concept design showing an offset "T" arrangement was developed, audited and compared by an independent traffic engineer, the results of which were presented to Council panel members and the affected property owners in turn. A follow up informal survey to property owners and the traffic safety audit result confirmed the offset "T" intersection was the more appropriate for the intersection and a redesign was carried out. This resulted in an increase in project cost which is shown in the revised cost estimate and cost apportionment documents attached with this report. Due to an increase in Council contribution to the scheme however, the cost apportioned to property owners has reduced.

10. COLITE STREET GROUP OF STREETS, BARWON HEADS - PROPOSED ROAD CONSTRUCTION - SRC 316 - DECLARATION OF CHARGE (CONT'D)

Discussion

An examination of the subdivision layout of this area indicates a range of lot sizes and configurations. The unit cost method of apportionment was ruled out in this instance due to the irregularity of the lot sizes. Lot area was considered to be an important element as it governs the level of future development and the manner in which the road may be utilised by a lot developed at some future stage.

It was considered appropriate to apportion costs by means of area (50% of the cost) and access units (remaining 50% of the cost). This results in an equitable cost distribution with corner lots with works to both frontage and sideage given a one third loading.

As indicated the proposal commenced with the inclusion of Challis Street. The property owners in Challis Street were strongly of the opinion their street should not be constructed however redevelopment of properties in this street at some future stage may necessitate its construction. Properties in Challis Street use either Colite Street or Margate Street for access and it is standard practice for all properties benefiting to share the costs. In this instance, Challis Street properties have no works fronting the property via the proposed works, but benefit via the improved access and consequently a charge has been levied. A fair means to make this charge is to apply one access unit to each property, which represents \$3,391.13. Correspondence to owners has mentioned this unusual circumstance.

Property owners benefit as a result of road construction in the following manner:

- Proper sealed access to properties;
- Improvements to drainage of the area;
- Removal of nuisance, being dust and mud at various times of the year;
- Improvements to road safety for vehicular and pedestrian traffic;
- Enhancement to the general amenity of the area; and
- Likely increase in property values.

There are no Council properties in this scheme.

Grandview Parade south of Colite Street is already constructed but needs to be redesigned for approximately 20m to suit the intersection layout. Given this is existing construction, it is reasonable for Council to pay for this section and it is unlikely that owners have paid for this in the past.

The actual intersection works are also proposed to be funded by Council. This is the deviation from Grandview Parade through to Margate Street as the road reserves are offset. This decision is based on the consideration that the intersection upgrade is a safety improvement to the public which have traditionally been funded by Council. This approach has been conveyed to property owners.

Drainage capture is by means of drainage pits at the intersection with a pipe connection to an existing system in Margate Street. Colite Street has been graded to discharge storm water to Hitchcock Avenue and this approach is expected to mitigate the nuisance flooding currently experienced.

10. COLITE STREET GROUP OF STREETS, BARWON HEADS - PROPOSED ROAD CONSTRUCTION - SRC 316 - DECLARATION OF CHARGE (CONT'D)

Environmental Implications

The provision of a sealed road surface provides a permanent and safe means of access. Dust is eliminated and storm water runoff is less contaminated with silt prior to final discharge.

During the course of construction and the manufacture and procurement of materials energy is expended resulting in some greenhouse gas emissions. This ceases when construction is complete.

The project does not create waste with the exception of some excavated material.

The proposal does not affect any natural habitats.

Financial Implications

The project is a one off capital cost and there will be minimal ongoing maintenance costs. If approved, the scheme could proceed in the next financial year.

Financial details are as follows:

Maximum scheme levy to Property Owners (income)	\$129,948.12
Scheme levy to Council	\$35,440.40
Direct funding by Council	\$ 79,272.06
Total Project Cost	\$244,660.58

Policy/Legal/Statutory Implications

The scheme has been prepared in accordance with the Special Rate and Charge provisions of the Local Government Act 1989 along with Council's Special Rates and Charges Policy. The project does not impinge on any Human Rights Charter issues.

Alignment to City Plan

This report aligns with the City Plan as follows:

Community Wellbeing:

- Healthy Lifestyles – Facilitating and promoting physical activity
- Healthy Environments – Safe, hazard and nuisance free environments

Sustainably Built and Natural Environment

- Enhance and protect natural areas and ecosystem health – Limiting the loss of native species and natural areas and continuing indigenous planting
- Support our Community to live – Encourage increased use of alternatives to car transport
- Advocate for and promote sustainable design and development – Promoting sustainable design and retrofitting and acknowledging the communities desire to have their say.

10. COLITE STREET GROUP OF STREETS, BARWON HEADS - PROPOSED ROAD CONSTRUCTION - SRC 316 - DECLARATION OF CHARGE (CONT'D)

Officer Direct or Indirect Interest

No Council Officer involved with this process has any direct or indirect interest in the properties.

Risk Assessment

Provision of a sealed road will provide safer driving conditions for motorists with a defined intersection treatment and standard road profile. Walking conditions for pedestrians will also be enhanced by minimising the risk of personal injuries through conflict with vehicles. The additional drainage infrastructure will minimise the hazards associated with water over roads. There are no identified risks for Council in declaring the scheme.

Social Considerations

The provision of properly sealed and drained roadways is aligned to Council's City Plan as described above and provides improved connectivity and safety for motorists and pedestrians.

Human Rights Charter

In developing this report to Council, the subject matter has been considered to determine if it raises any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in this report. It is considered that the subject matter does not raise any adverse human rights issues.

It is further considered that the construction of the Colite Street group of streets upholds the right to freedom of movement (Section 12 of the Human rights Charter) by enhancing a person's ability to move freely within the area they choose to live.

Consultation and Communication

Community consultation for the Road Construction Special Charge Scheme has been carried out as follows:

18 December 2003 – Initiation letter and survey of property owners.

December 2008 to 4 October 2011 – Various advisory letters including concept plans.

7 October 2011 – Public meeting held at the community hall in Barwon Heads.

19 December 2011- Advisory letter outlining options.

6 July 2012 – Letter to property owners advising of Council's Intention to Declare a Special Charge Scheme.

7 July 2012 - Media Notice of Council's intention.

9 October 2012 – Advisory letter to property owners outlining next steps.

17 June 2013 – Advisory letter with notification on Submissions Panel Hearing date.

26 July 2013 – Advisory letter explaining results of panel hearing of 2 July 2013.

December 2013 – Advisory letter showing revised costs, Benefit Ratio calculation and revised intersection plan.

**Appendix 1
Page 1**

SCHEDULE 'A'

The works for the construction of road pavement in Colite Street, Margate Street and Grandview Parade, Barwon Heads which consists of excavation, reinstatement of nature strip, pavement works, sealing, miscellaneous construction works, legal advice and professional services associated with survey, engineering design, drafting, supervision and administration of the project all as included in the cost estimate shown below.

COLITE STREET GROUP, BARWON HEADS

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT \$
Section A – Owner Funded Works					
1.00	GENERAL				
1.01	Initial site establishment		item		\$12,167.85
1.02	Traffic Management		item		\$6,759.92
1.03	Setting out		item		\$ 338.00
1.04	Service/Cable Locations		item		\$675.99
2.00	EARTHWORKS				
2.01	Excavation	350	cm	\$60.00	\$21,000.00
2.02	Saw cutting of asphalt paving	25	m	\$10.00	\$250.00
3.00	PAVEMENT WORKS				
3.01	Supply and place 150mm compacted depth of Class 3 40 CR, sub base	80	cm	\$100.00	\$8,000.00
3.02	Supply and place 150mm compacted depth of Class 2 20 CR, base	80	cm	\$120.00	\$9,600.00
3.03	Supply and place 30mm compacted depth asphalt	550	sqm	\$35.00	\$19,250.00
4.00	DRAINAGE				
4.01	90mm dia sub-soil drains including excavation, supply, placement and provision of approved backfill	200	m	\$48.00	\$9,600.00
4.02	Supply and place 300mm pipe	100.8	m	\$120.00	\$12,096.00
4.03	Supply and place 300mm pipe and backfill with approved FCR	7.5	m	\$160.00	\$1,200.00
4.04	Supply and place 900mm by 600mm grated pit 1.2m deep with HD type cover	2	no	\$1,950.00	\$3,900.00
4.05	Supply and place 900mm by 600mm SE pit 1.5m deep with gatic type cover	1	no	\$1,600.00	\$1,600.00
4.06	Tap into existing drainage pit or pipe	1	no	\$385.00	\$385.00
5.00	CONCRETE WORKS				
5.01	Supply and place SM1 mountable kerb	10	m	\$118.00	\$1,180.00
5.02	Supply and place SM2 semi-mountable kerb and channel	115	m	\$124.00	\$14,260.00
5.03	Concrete open invert 600mm wide	15.5	m	\$145.00	\$2,247.50
5.04	Supply and place concrete layback	12	no	\$300.00	\$3,600.00
5.05	Pram crossing @1.5 m wide	2	no	\$250.00	\$500.00
5.06	125mm concrete paving with SL72 mesh	57	sqm	\$135.00	\$7,695.00
6.00	LANDSCAPING				
6.01	Topsoiling and seeding nature strips	320	sqm	\$ 8.00	\$2,560.00
7.00	Contingency 10%				13,886.53
8.00	Design				8,054.18
9.00	SRC Administration				4,582.55
	TOTAL				165,388.52

**Appendix 1
Page 2**

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT \$
Section B – Council Funded Works					
1.00	GENERAL				
1.01	Initial site establishment		item		\$5,832.15
1.02	Traffic Management		item		\$3,240.08
1.03	Setting out		item		\$162.00
1.04	Service/Cable Locations		item		\$324.01
2.00	EARTHWORKS				
2.01	Excavation	70	cm	\$60.00	\$4,200.00
3.00	PAVEMENT WORKS				
3.01	Supply and place 150mm compacted depth of Class 3 40 CR, sub base	50	cm	\$100.00	\$5,000.00
3.02	Supply and place 150mm compacted depth of Class 2 20 CR, base	50	cm	\$120.00	\$6,000.00
3.03	Supply and place 30mm compacted depth asphalt	315	sqm	\$35.00	\$11,025.00
4.00	DRAINAGE				
4.01	90mm dia sub-soil drains including excavation, supply, placement and provision of approved backfill	98	m	\$48.00	\$4,704.00
5.00	CONCRETE WORKS				
5.01	Supply and place SM2 semi-mountable kerb and channel	183	m	\$124.00	\$22,692.00
6.00	LANDSCAPING				
6.07	Topsoiling and seeding nature strips	110	sqm	\$8.00	\$880.00
7.00	SIGNING AND LINEMARKING				
7.01	Erection of permanent signs and posts	2	no	\$250.00	\$500.00
7.02	Linemarking		item		\$2,000.00
8.00	Contingency 10%				6,655.92
9.00	Design				3,860.44
10.00	SRC Administration				2,196.46
	TOTAL				\$79,272.06

Appendix 2

SCHEDULE 'B'

BENEFIT RATIO CALCULATION			
A Purpose	To construct the roads in Colite Street, Margate Street and Grandview Parade, Barwon Heads to provide a sealed access and improved drainage for property owners.		
B Coherence	The works will provide a physical connection between sealed streets and will provide a special benefit to adjoining and remote properties.		
C Total Cost C			
	Total Estimated cost of works - Asphalt road construction		\$244,660.58
	Direct contribution by Council to fund intersection works		\$79,272.06
	TOTAL COST		\$165,388.52
D Identify Special Beneficiaries	14 properties with frontages to the proposed roads to be constructed are considered to receive access and amenity benefits. 10 properties remote from the works are considered to receive a reduced access benefit.		
E Properties to include	We will consider the total benefits to each property in terms of Benefit Units (BU). The construction of the local streets is considered to provide special benefit to the abutting properties in terms of access (0.5BU) and amenity(0.5BU). There are 14 properties receiving full benefit (access and amenity) from the scheme at a total of 1BU each and 10 properties receiving a reduced access benefit at 0.25 BU each.		
F Estimate of Total Special Benefits	The 24 properties receiving benefit from the scheme give a total Benefit Unit of (14 X 1) + (10 X 0.25) to give a total BU of 16.5 BU		
	Properties Included	TSB (in) =	16.5 BU
	There are no properties excluded from the scheme		
	Properties out of scheme	TSB (out) =	0 BU
G Estimate of Total Community Benefit - TCB	It is considered that people in the community will receive a benefit from the works as the roads are used to access other areas. There are no amenity benefits considered for the general community. Based on the number of properties (11 in Margate Street and 25 in Grandview Parade), it is considered that these properties will gain a reduced access benefit. The access benefit has been allocated at 0.125BU per property representing a Total Community Benefit of 36 X 0.125 = 4.5 BU		
		TCB =	4.5 BU
H Calculate "Benefit Ratio" - R			
	Benefits Ratio = $\frac{\text{TSB (in)}}{\text{TSB (in)} + \text{TSB (out)} + \text{TCB}}$	=	$\frac{16.5}{16.5 + 0 + 4.5}$ 0.786
I Maximum Total Levy (S)			
	Maximum Total Levy S = R X C		\$129,948.12
	Council Contribution to Special Charge Scheme		\$35,440.40

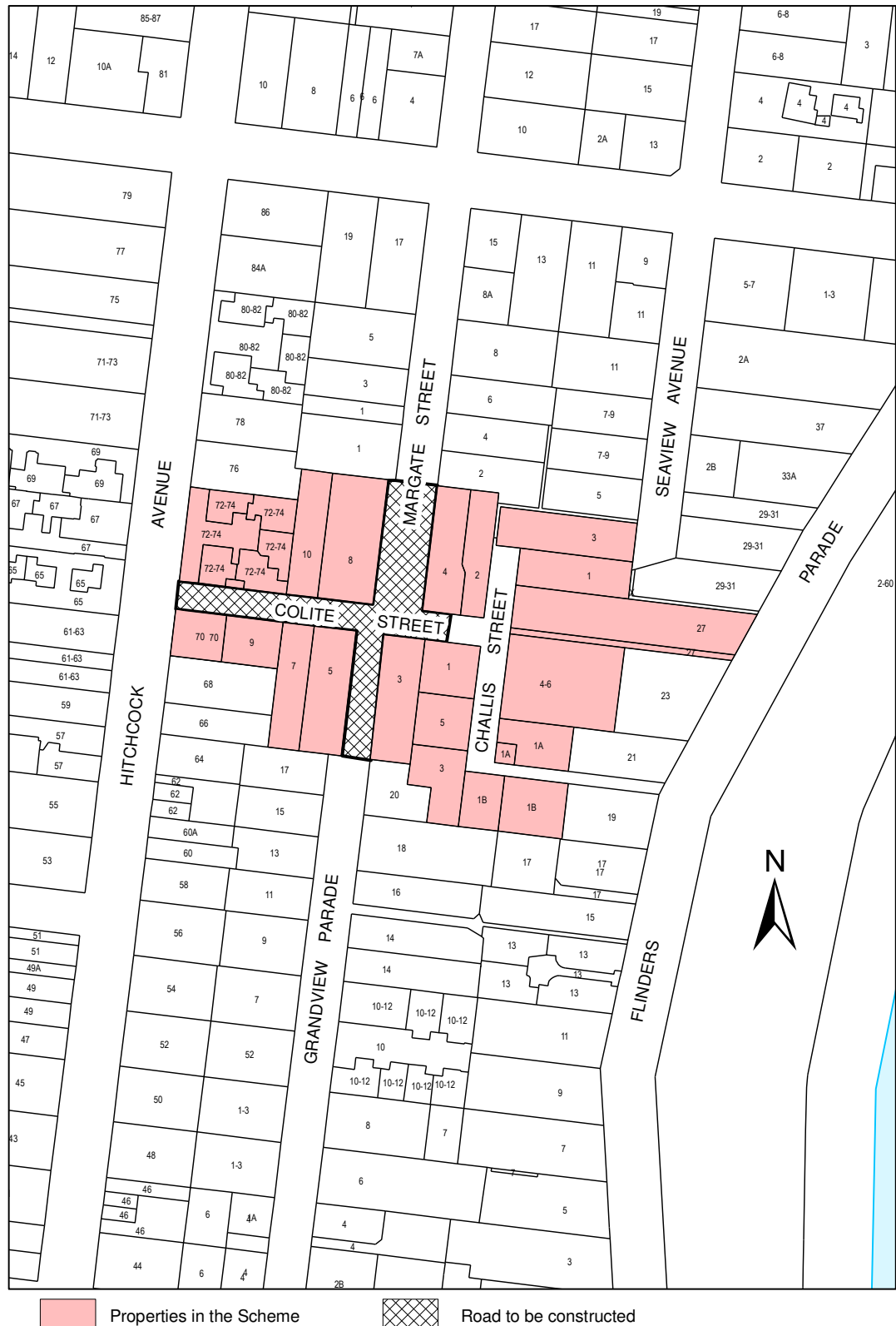
Appendix 3

SCHEDULE 'C'

COL 1	COLUMN 2	COLUMN 3	COLUMN 4
Prop Key	Address	Legal Details	Revised Estimated Cost
Refer to Below	72 Hitchcock Avenue, Barwon Heads VIC 3227	SP 20332	\$ 18,123.07
224211	10 Colite Street, Barwon Heads VIC 3227	Lot 1 TP 388549	\$ 9,043.65
224210	8 Colite Street, Barwon Heads VIC 3227	Lot 16 LP 1773	\$ 14,587.39
224206	4 Colite Street, Barwon Heads VIC 3227	Lot 1 PS 404952	\$ 10,892.79
224204	2 Colite Street, Barwon Heads VIC 3227	Lot 1 TP 6385	\$ 3,391.13
238123	3 Seaview Avenue, Barwon Heads VIC 3227	Lot 6 LP 9338, TP 0000Ppsd PC 366301	\$ 1,695.57
238121	1 Seaview Avenue, Barwon Heads VIC 3227	Lot 5 LP 9338	\$ 3,391.13
226689	27 Flinders Parade, Barwon Heads VIC 3227	Lot 3 LP 1773	\$ 3,391.13
223461	4 Challis Street, Barwon Heads VIC 3227	Lot 2 LP 144579	\$ 3,391.13
223459	1A Challis Street, Barwon Heads VIC 3227	Lot 1 TP 430856, Lot 1 TP 441609	\$ 3,391.13
223460	1B Challis Street, Barwon Heads VIC 3227	Lot 1 TP 574345, Lot 2 TP 574345	\$ 3,391.13
335499	3 Challis Street, Barwon Heads VIC 3227	Lot 2 PS 606280	\$ 3,391.13
333968	5 Challis Street, Barwon Heads VIC 3227	Lot 2 PS 538383	\$ 3,391.13
333967	1 Colite Street, Barwon Heads VIC 3227	Lot 1 PS 538383	\$ 3,391.13
224205	3 Colite Street, Barwon Heads VIC 3227	Lot 8 LP 1773	\$ 10,747.14
224207	5 Colite Street, Barwon Heads VIC 3227	Lot 1 TP 431793	\$ 11,023.69
224209	7 Colite Street, Barwon Heads VIC 3227	Lot 1 TP 414471	\$ 9,043.65
347406	70 Hitchcock Avenue, Barwon Heads VIC 3227	Lot 1 PS 640546	\$ 6,853.43
347407	9 Colite Street, Barwon Heads VIC 3227	Lot 2 PS 6405476	\$ 7,417.58
			\$ 129,948.12
Sub Distribution For Units At 72 Hitchcock Avenue			
229809	1/72 Hitchcock Avenue, Barwon Heads VIC 3227	Lot 1 SP 20332	\$ 656.91
229810	2/72 Hitchcock Avenue, Barwon Heads VIC 3227	Lot 2 SP 20332	\$ 656.91
229811	3/72 Hitchcock Avenue, Barwon Heads VIC 3227	Lot 3 SP 20332	\$ 1,944.35
229812	4/72 Hitchcock Avenue, Barwon Heads VIC 3227	Lot 4 SP 20332	\$ 7,597.66
229813	5/72 Hitchcock Avenue, Barwon Heads VIC 3227	Lot 5 SP 20332	\$ 6,696.38
	Council Contribution. Refer to report for detail		\$ 570.86
			\$ 18,123.07

Appendix 4

PLAN



Attachment 1

PROCESS CHART

**SPECIAL CHARGE PROJECTS –
(Section 163 – Local Government Act 1989)**

Colite Street Group, Barwon Heads

Stage	Status	Description
<i>Approval to prepare scheme</i>	✓	Decision made to prepare scheme following consideration of surveys of property owners and feed back from the community. Council may then place the project in the budget system or proceed immediately to prepare a scheme. Scheme preparation involves survey, design and preparation of an apportionment of costs.
<i>Intention to Declare Scheme</i>	✓	Report to Council providing information on scheme including advice of impending advertising of scheme and declaration of charge. Seeks Council approval by resolution to proceed with process. 26 June 2012
<i>Advertisement</i>	✓	The scheme is advertised in the local newspaper and all allotted property owners are notified by mail. This advertisement indicates Council's intention and notification to 'declare' a scheme in a month's time. 7 July 2012
<i>Submissions</i>	✓	From the time of advertising property owners have 28 days (as set down by the Local Government Act) to lodge submissions, either in support or opposition to the scheme.
<i>Submissions Review Panel Hearing</i>	✓	A Submissions Review Panel is convened (quorum of three Councillors) and meets to consider submissions. Some submissions are written only, and other submitters may wish to be heard before the Panel. The Panel makes a recommendation to Council regarding the scheme. 2 July 2013
<i>Declaration Report</i>	✓	Any time 28 days after advertising the scheme and after the Submissions Review Panel has met and considered submissions, Council considers a report and may proceed to "declare" the charges in accordance with its advertised intent. Subsequent to this the Finance Manager issues the levy notices and there is a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme.
<i>Appeal</i>		Property owners may lodge an application for review with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. An appeal is listed, heard and determined by the Tribunal and this process generally takes three to four months. Decisions made by VCAT are binding on all parties.
<i>Construction</i>		Council may then proceed to construct the works. Invoices are issued seeking payment of the estimated cost within one month of commencement.
<i>Final Cost Report</i>		At the completion of the works the scheme is "finalised" taking into account actual costs incurred and payments are adjusted accordingly.

Cr Farrell declared an Indirect Interest by Close Association in Agenda Item 11 – The Avenue, Ocean Grove – Proposed Road and Drainage Construction SRC297 – Finalisation of Scheme, in that the report affects several of her close friends and professional colleagues, and left the room at 8.12pm prior to discussion.

11. THE AVENUE, OCEAN GROVE - PROPOSED ROAD AND DRAINAGE CONSTRUCTION - SRC 327 - DECLARATION REPORT

Portfolio:	Infrastructure - Cr Lindsay Ellis
Source	City Services - Engineering Services
General Manager:	Gary Van Driel
Index Reference	Special Rates and Charges: Reports The Avenue, Ocean Grove

Purpose

This report seeks a resolution by Council to give notice of its “Declaration” of a special charge scheme for road construction in The Avenue, Ocean Grove in accordance with the special charge scheme provisions of the local Government Act 1989.

Summary

- This report relates to a proposed Special Charge Scheme for construction of road pavement, kerb & channel and drainage in The Avenue between Field Street and Newcomb Street, Ocean Grove. (See Plan Appendix 3)
- After an extensive community consultation process and subsequent panel hearing held on 6 August 2013, the scope of work has been reduced from the original proposal. Field Street North and Hill Street have now been excluded from the scheme.
- The area is residential with several lots having been subdivided in recent years.
- The total revised estimated cost of the project is \$1,157,900 with a property owner contribution of \$712,072 and total Council contribution of \$445,828 which includes direct and scheme funding.
- There are a number of large lots and also multiple lot ownership. The estimated charges to property owners range between \$8,682 and \$45,080.
- The scheme has been prepared in accordance with the Special Rate and Charge provisions of the Local Government Act, along with Council’s Special Rates and Charge policy.

Cr Ellis moved, Cr Macdonald seconded -

That Council:

- 1) Gives notice of it’s declaration of a Special Charge Scheme in accordance with Section 163 (1A) of the Local Government Act 1989 (‘the Act’) as follows:**
 - a) Special charge be declared for a period of four (4) years commencing upon completion of the works and scheme finalisation.**
 - b) the special charge be declared for the purposes of defraying any expenses incurred by Council in relation to construction of road pavement, drainage and kerb & channel in The Avenue between Field Street and Newcomb Street, Ocean Grove which project:**

11. THE AVENUE, OCEAN GROVE - PROPOSED ROAD AND DRAINAGE CONSTRUCTION - SRC 327 - DECLARATION REPORT (CONT'D)

- b1) will provide proper sealed road access, kerb & channel, drainage, improved nature strips and enhancement to the general amenity for each of the properties included in the scheme;**
 - b2) Council considers is or will be a special benefit to those persons required to pay the special charge (and who are described in succeeding parts of this Resolution); and**
 - b3) arises out of Council's function of planning for and providing infrastructure for property owners.**
- c) it be recorded that, for the purposes of Section 163 (2A) of the Act, the special charge proceeds will not exceed the amount calculated in accordance with the prescribed formula ($R \times C = S$), the:**
 - c1) 'benefit ratio' (R) being calculated at 0.829 represents the special benefits to all persons liable to pay the special charge; and**
 - c2) 'total cost' (C) of performing the function described in Part 1 b) of this resolution based on estimated cost be recorded as \$858,937.**
 - c3) 'maximum levy' (S) being the total amount of Special Charge to be levied to property owners be recorded as \$712,072.**
- d) the following be specified as the area for which the special rate is so declared:**
 - d1) the area within municipal district of Council highlighted in the plan attached to this Resolution ("the area").**
- e) the following be specified as the land in relation to which the special charge so declared:**
 - e1) all land within the area shown on the plan.**
- f) the following be specified as the criteria which form the basis of the special charge so declared:**
 - f1) ownership of any land described in Part e of this Resolution.**
- g) the following be specified as the manner in which the special charge so declared will be assessed and levied:**
 - g1) the costs to be apportioned with a 50% allocation to lot frontage and a 50% allocation to lot area.**
 - g2) The special charge will be levied by sending a notice to the person who is liable to pay, pursuant to section 163(A) of the Act.**
- h) having regard to the preceding parts of this Resolution but subject to Section 166 (1) of the Act, it be recorded that;**
 - h1) the owners of the land described in column 1 of Schedule B to the Resolution are estimated liable for the respective amounts set out in column 2 of Schedule B; and**
 - h2) such owners may, subject to any further resolution of Council pay the special charge in the following manner:**

11. THE AVENUE, OCEAN GROVE - PROPOSED ROAD AND DRAINAGE CONSTRUCTION - SRC 327 - DECLARATION REPORT (CONT'D)

- h2(a) the charge will become due and payable within one month of the issue of the notice requesting payment pursuant to Section 167 (3) of the Act and may be paid in sixteen (16) quarterly instalments from that date;**
 - h2(b) interest will not be charged for six months after the issue of the notice provided the person liable makes timely payment in accordance with any repayment arrangements that may be agreed on by Council; and**
 - h2(c) in accordance with Section 172 of the Act, the rate of interest which is payable on the special charge which has not been paid by the specified date is set at Council's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 (2A) in which case the rate of interest shall be the maximum rate fixed by the Governor in Council by Order for the purposes of this section).**
- 2) Council's Chief Executive Officer be authorised to levy the Special charge in accordance with Section 163 (4) of the Act.**

Carried.

Background

This report relates to the proposed construction of The Avenue, Ocean Grove.

Council has received complaints and enquiries in regards to the state of the road over an extended period and many of these relate to drainage, flooding of adjacent properties and the condition of the road.

An initial survey of property owners to construct the road was undertaken in June 2005 however there was insufficient support from property owners to initiate a scheme at this time. Over the years however, the level of enquiry and complaint has increased. A more recent survey undertaken in April 2012 provided the following results:

In Favour: - 47.5%

Not in favour: - 27.5%

No response: - 25%

This survey provided a more positive indication that a street construction scheme was viable and a scheme was therefore initiated on 28 August 2012.

Newcomb Street, between The Avenue and The Parade was considered in the original scheme; however there was no support from the abutting property owners for this section of road to be constructed and was therefore excluded from the scheme.

A scheme review was carried out in April 2013 and introduced the concept of the Benefit Ratio calculation which included a consideration of the Community Benefit. The Community Benefit is the benefit the new road will provide to the wider community as property owners outside the scheme boundaries use the road to access other areas. The Community Benefit is funded by Council and forms part of the Benefit Ratio calculation as shown at Appendix 2.

11. THE AVENUE, OCEAN GROVE - PROPOSED ROAD AND DRAINAGE CONSTRUCTION - SRC 327 - DECLARATION REPORT (CONT'D)

A final survey was sent to all affected property owners in May 2013 and provided the following results:

In favour: - 52.5%

Not in favour – 32.5%

No response – 15%

Of these latest results, there is a clear majority of support for construction of The Avenue. The two intersecting streets of Hill Street and Field Street North were included in the proposed scheme for the sake of completeness. In the community consultation process carried out in April 2013 however, there was little support for these streets to be constructed and they have subsequently also been removed from the proposed scheme.

Discussion

Existing Conditions

The Avenue road reserve is situated in an elevated position that runs generally parallel to the contours. The terrain is heavily vegetated and falls away to the south quite steeply, making access to developing lots challenging. The existing road surface is unsealed and is subject to the usual corrugations, dust and mud issues associated with unsealed roads in residential areas. There are some existing un-drained low points in the road reserve particularly near the smaller streets of Hill Street and Field Street North that connect to The Avenue. These cause some nuisance flooding during rain events.

The road width of The Avenue is restricted in various locations and the open drains on either side of the road, coupled with the natural slope and vegetation, provides for a narrower pavement than standard and a meandering alignment. This is generally considered as a positive by the abutting property owners as they enjoy the informality of the area.

Scope of Work

The length of road to be constructed equates to 500 metres. It is proposed to construct the road with a meandering alignment with semi mountable concrete kerb and channel and an asphalt seal to facilitate the drainage component of the project and to help preserve the roads structural integrity into the future.

During the panel hearing of 6 August 2013 a location was identified adjacent to No 21-23 The Avenue where the existing road came in very close proximity to the property boundary. Due to the road alignment and overhanging shrubs, sight distance is considered to be unsatisfactory at this location so a redesign has been completed to relocate the road away from the property boundary and 'straighten' the road. A concrete retaining wall structure is now required to support the road edge on the south side and some vegetation removal is required to facilitate its construction. The retaining wall and associated landscaping will be funded by Council due to the safety enhancement the structure will provide.

The main drainage system for The Avenue discharges down the Hill Street road reserve to The Terrace. Once this drainage system extends further south to The Parade, it collects storm water from other areas and becomes remote to the scheme. This major drainage section is also funded directly by Council.

11. THE AVENUE, OCEAN GROVE - PROPOSED ROAD AND DRAINAGE CONSTRUCTION - SRC 327 - DECLARATION REPORT (CONT'D)

Property owners receive benefit from the planned infrastructure as follows

- proper sealed road access;
- improved drainage and reduced likelihood of nuisance flooding;
- removal of nuisance, dust and mud;
- improvements to the general amenity and safety of the area; and
- Likely increase in property values.

Method of apportionment

The area was subdivided by the Methodist Church in 1888. Essentially, blocks are of frontage 20.12 (66') and one 822sq metres in area.

The most common, simplest and effective means of distributing costs for a relatively regular subdivision is the unit cost method. This allocates one unit of cost equally to all properties. In this instance, although a number of the original blocks remain, there are a number of irregular shaped and subdivided lots. Land value in this area is at a premium and lot area is extremely important in realising future potential.

An apportionment method using frontage and area was adopted which provided the most equitable result. Most "private sheet schemes" using the provisions of the Local Government Act 1958 used this method. Half the cost is allocated to area and half to frontage. The standard lot referred to above, 20.12m frontage and 822sqm area was used as a basis. Any frontage over this was divided by 3 and added to 20.12 to give the apportionable frontage. Areas were treated similarly. Corner lots were considered on the basis of the sum of frontage plus sideage and treated in the above manner. Large corner lots where only one frontage is to be sealed were also treated in this manner in recognition that future charges may apply to these lots. Where frontage and/or area were less than the standard, these dimensions/areas were used without adjustment.

Where large lots could obviously be subdivided into two or more standard blocks, this was the basis in which they were treated.

Panel Hearing

19 submissions were received during the submissions period after Council's Intention to declare the scheme and these included nine objections to the proposal. A panel hearing was held on 6 August 2013 to hear submissions and eight (8) property owners requested to be heard. Many of the concerns have been addressed during the subsequent review period of the scheme and all property owners have been notified of the latest changes.

Environmental Implications

The road infrastructure proposed, provides proper sealed access, drainage and a generally safer environment for pedestrian and vehicular traffic. Dust is eliminated and storm water runoff is less contaminated with silt prior to final discharge into the Barwon River.

11. THE AVENUE, OCEAN GROVE - PROPOSED ROAD AND DRAINAGE CONSTRUCTION - SRC 327 - DECLARATION REPORT (CONT'D)

One of the major concerns raised by property owners during the consultation phase of this scheme was that of vegetation preservation. An independent arborist report was produced and some trees within the area have been identified for removal due to health and/or species related reasons. It is considered appropriate however, to leave the majority of vegetation in place unless it is posing a direct threat to property.

During the course of construction and the manufacture and procurement of materials, there is expenditure of energy sources and greenhouse gas emissions. This does cease, however, when construction is complete.

The project does not create waste with the exception of some excess spoil.

The proposal does not affect any natural habitats.

Financial Implications

The project has a one off capital cost and there will be minimal ongoing maintenance costs. The scheme could proceed in the 2014/15 financial year if approved.

A breakdown of costs is as follows:

Estimated scheme cost to property owners	\$712,071.93
Estimated scheme cost to Council	\$146,864.84
Estimated direct cost to Council for major drainage and safety improvements.	\$298,962.96
Total Project Cost	\$1,157,899.73

Total Council funding for this project is \$445,828 and will need to be budgeted for in the 2014/15 financial year, this would be funded from the core program C02301 – Special Rates and Charges Construction

Policy/Legal/Statutory Implications

The scheme has been prepared in accordance with the Special Rate and Charge provisions of the Local Government Act 1989 along with Council's Special Rates and Charges Policy.

Alignment to City Plan

This report aligns with the City Plan as follows:

Community Wellbeing:

- Healthy Lifestyles – Facilitating and promoting physical activity
- Healthy Environments – Safe, hazard and nuisance free environments

Sustainably Built and Natural Environment

- Enhance and protect natural areas and ecosystem health – Limiting the loss of native species and natural areas and continuing indigenous planting
- Support our Community to live – Encourage increased use of alternatives to car transport
- Advocate for and promote sustainable design and development – Promoting sustainable design and retrofitting and acknowledging the communities desire to have their say.

11. THE AVENUE, OCEAN GROVE - PROPOSED ROAD AND DRAINAGE CONSTRUCTION - SRC 327 - DECLARATION REPORT (CONT'D)

Officer Direct or Indirect Interest

No Council Officer involved with this process has any direct or indirect interest in the properties.

Risk Assessment

Provision of a sealed road will provide safer driving conditions for motorists with a defined and more standard road profile. Walking conditions for pedestrians will also be enhanced by minimising the risk of personal injuries through conflict with vehicles and a reduction of tripping hazards. The additional drainage infrastructure will minimise the hazards associated with water over roads and the affects of nuisance flooding to property. There are no identified risks for Council in declaring the scheme.

Social Considerations

The provision of properly sealed and drained roadways is aligned to Council's City Plan as described above and provides improved connectivity and safety for motorists and pedestrians.

Human Rights Charter

In developing this report to Council, the subject matter has been considered to determine if it raises any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in this report. It is considered that the subject matter does not raise any adverse human rights issues.

It is further considered that the construction of The Avenue upholds the right to freedom of movement (Section 12 of the Human rights Charter) by enhancing a person's ability to move freely within the area they choose to live.

Consultation and Communication

Community consultation since the intention to declare the road construction Special Charge Scheme has been carried out as follows:

- 4 April 2013 – Invitation to attend public meeting at Ocean Grove Customer Service Centre including detailed information sheet
- 20 April 2013 – Public meeting (open forum)
- May 2013 – Final survey to property owners
- 6 August 2013 – Submissions Panel Hearing
- 19 August 2013 – Update letter to property owners outlining process post panel hearing. Letter included information on the removal of Field Street and some Hill Street properties from the scheme
- 28 October 2013 – Update letter to remaining Hill Street property owners advising that they were no longer included in the scheme
- 17 December 2013 – Letter to property owners detailing review changes to scheme

Further correspondence will be sent to all affected property owners following Council's resolution.

**Appendix 1
Page 1**

SCHEDULE 'A'

The works for the construction of The Avenue between Field Street and Newcomb Street, Ocean Grove which consist of excavation, reinstatement of nature strip, pavement works, kerb & channel, sealing, drainage, miscellaneous construction works, legal advice and professional services associated with survey, engineering design, drafting, supervision and administration of the project all as included in the cost estimate shown below.

**COST ESTIMATE FOR CONSTRUCTION OF ROAD PAVEMENT AND
KERB & CHANNEL– THE AVENUE OCEAN GROVE**

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT \$
Section A – Owner Funded Works					
1.00	General				
1.01	Initial site establishment		item		\$57,860.85
1.02	Traffic Management		item		\$35,606.68
1.03	Setting out		item		\$3,709.03
2.00	Earthworks				
2.01	Excavate and remove spoil offsite	965	cm	\$60.00	\$57,900.00
2.02	Spread and compact fill on site	125	cm	\$60.00	\$7,500.00
2.03	Trim and prepare subgrade	2841	sqm	\$ 5.00	\$14,205.00
2.04	Supply and place topsoil including seeding	3124	sqm	\$ 8.00	\$24,992.00
3.00	Pavement works				
3.01	Supply, place and prepare for seal, 150mm depth, CL 2 , 20mm FCR base	2062	sqm	\$18.00	\$37,116.00
3.02	Supply, place and compact, 150mm depth, CL 3 ,40mm CR subbase	2062	cm	\$18.00	\$37,116.00
3.03	Supply and place 30mm compacted depth Type N asphalt	2062	sqm	\$35.00	\$72,170.00
3.04	Supply and place 150mm CI 4 FCR driveways	135	cm	\$50.00	\$6,750.00
4.00	DRAINAGE				
4.01	Supply and place 100mm dia subsoil drains	1054	m	\$48.00	\$50,592.00
4.02	Supply and place CI 2 375mm pipe CR backfill	435	m	\$180.00	\$78,300.00
4.03	Connect house drains	21	no	\$250.00	\$5,250.00
4.04	Connect house drains to existing pit or pipe	2	no	\$250.00	\$ 500.00
4.05	Construct 900 by 600mm side entry pits less than 1.5m deep	7	no	\$1,400.00	\$9,800.00
4.06	Construct double side entry pits 1800 by 600 less than 1.5m deep	7	no	\$2,310.00	\$16,170.00
4.07	Construct 900 by 900mm junction pits less than 1.5m deep	1	no	\$2,200.00	\$2,200.00
4.08	Construct 1200 by 900mm junction pits less than 1.5m deep	3	no	\$2,500.00	\$7,500.00
4.09	Construct 1200 by 900mm junction pits 1.5 - 2.5m deep	1	no	\$2,500.00	\$2,500.00
4.10	Construct 900 by 600mm grated pits in kerb SM2 less than 1.5m deep SD 420	11	no	\$1,600.00	\$17,600.00
4.11	Construct 1200 by 600mm grated pits less than 1.5m deep SD 420	2	no	\$2,500.00	\$5,000.00
5.00	CONCRETE WORKS				
5.01	Supply and place semi mountable kerb and channel	1054	m	\$124.00	\$130,696.00
5.02	150mm concrete driveways with 75mm FCR sub base	21	sqm	\$136.00	\$2,856.00
5.03	100mm FCR driveways	630	sqm	\$30.00	\$18,900.00
5.04	Timber edging	740	m	\$10.00	\$7,400.00
6.00	SERVICES				

6.01	Supply and place conduits under road	1	no	\$400.00	\$400.00
7.00	MISCELLANEOUS WORKS				
7.01	Supply and place double street sign on pole	5	no	\$300.00	\$1,500.00
7.02	Linemarking		item	\$1,000.00	\$1,000.00
7.03	Supply and place RRPM's		item	\$500.00	\$500.00
7.04	Environmental management		item		\$2,000.00
7.05	Construct timber retaining wall to max. 1m height	20	m	\$150.00	\$3,000.00
8.00	PROVISIONAL ITEMS				
8.01	Excavation of soft spots and replace with 200mm min, 40mm CL 3, CR	15	cm	\$120.00	\$1,800.00
9.00	Contingency 10%				\$72,118.96
10.00	Design				\$41,828.99
11.00	SRC Administration				\$23,799.26
	TOTAL				\$858,936.77

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT \$
Section B – Council Funded Works					
1.00	GENERAL				
1.01	Initial site establishment		item		\$20,139.15
1.02	Traffic Management		item		\$12,393.32
1.03	Setting out		item		\$1,290.97
2.00	EARTHWORKS				
2.01	Supply and place topsoil including seeding	1000	sqm	\$8.00	\$8,000.00
3.00	PAVEMENT WORKS				
3.05	Construct speed hump	1	no	\$5,000.00	\$5,000.00
4.00	DRAINAGE				
4.01	Supply and place CI 2 450mm pipe CR backfill	6	m	\$275.00	\$1,650.00
4.02	Supply and place CI 2 600mm pipe CR backfill	27	m	\$440.00	\$11,880.00
4.03	Supply and place CI 4 525mm pipe CR backfill	155	m	\$375.00	\$58,125.00
4.04	Supply and place CI 4 750mm pipe CR backfill	74	m	\$510.00	\$37,740.00
4.05	Supply and bore twin 300mm pipe	1	item	\$30,000.00	\$30,000.00
4.06	Construct 200mm nom hard rock beaching	35	sqm	\$100.00	\$3,500.00
4.07	Construct 900 by 600mm junction pits less than 1.5m deep SD420	8	no	\$2,200.00	\$17,600.00
4.08	Construct 900 by 900mm junction pits greater than 2.5m deep SD 420	1	no	\$2,500.00	\$2,500.00
4.09	Construct 900 by 900mm junction pits 4.0m deep	2	no	\$4,000.00	\$8,000.00
4.10	Construct 1200 by 900mm junction pits less than 1.5m deep	2	no	\$2,500.00	\$5,000.00
4.11	Construct 1200 by 900mm grated pits less than 1.5m deep SD 420	1	no	\$2,500.00	\$2,500.00
5.00	MISCELLANEOUS WORKS				
5.01	Environmental management		item		\$500.00
5.02	Concrete Retaining Wall to max 1m height	63	m	\$400.00	\$25,200.00
6.00	Contingency 10%				\$25,101.84
7.00	Design				\$14,559.07
8.00	SRC Administration				\$8,283.61
	TOTAL				\$298,962.96

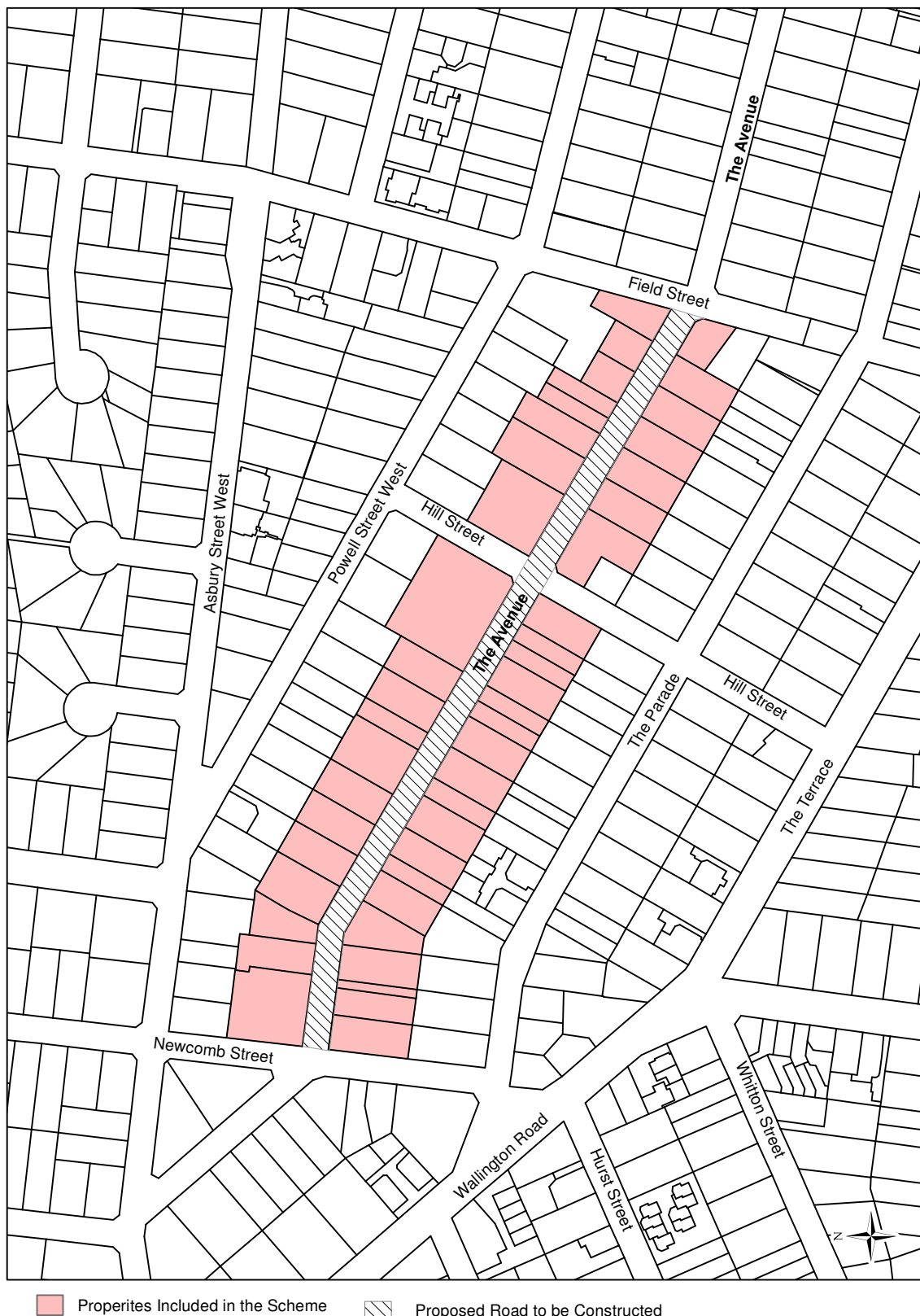
**Appendix 2
Page 1**

SCHEDULE 'B'

COL 1	COL 2	COL 3	COL 4
LEGAL DETAILS	TOTAL ESTIMATED COST	PROPERTY REFERENCE	ADDRESS
Lot 266 LP 1857	\$17,692.35	264046	2-4 The Avenue, Ocean Grove
Lot 267 LP 1857	\$13,895.71	264046	2-4 The Avenue, Ocean Grove
Lot 1 TP138626, Lot 1 TP139130	\$19,178.43	244044	6 The Avenue, Ocean Grove
Lots 269,270 & Pt Lot 271 LP1857	\$45,081.03	257505	8 - 10 The Avenue, Ocean Grove
Lot 2 LP 203637	\$15,234.88	244045	12 The Avenue, Ocean Grove
Lot 1 PS 409554	\$17,626.75	302161	14 The Avenue, Ocean Grove
Lot 2 PS 409554	\$10,002.96	302162	16 The Avenue, Ocean Grove
Lot 274 LP 1857	\$17,363.14	244046	18 The Avenue, Ocean Grove
Lot 275 LP 1857	\$17,363.14	244047	20 The Avenue, Ocean Grove
Lot 1 PS 513038	\$8,681.57	323135	1/22 The Avenue, Ocean Grove
Lot 2 PS 513038	\$8,681.57	323136	2/22 The Avenue, Ocean Grove
Lot 1 PS 426401	\$16,707.81	304113	24 The Avenue, Ocean Grove
Lot 2 PS 426401	\$8,899.27	304114	1/26 The Avenue, Ocean Grove
Lot 3 PS 426401	\$8,996.99	304115	2/26 The Avenue, Ocean Grove
Lot 279 LP 1857	\$23,149.93	244049	28 The Avenue, Ocean Grove
Lot 1 PS 431687	\$22,677.16	310411	30-32 The Avenue, Ocean Grove
Lot 282 LP 1857	\$17,363.14	244051	34 The Avenue, Ocean Grove
Lot 283 LP 1857	\$17,363.14	244052	36 The Avenue, Ocean Grove
Lot 284 LP 1857	\$17,363.14	244053	38 The Avenue, Ocean Grove
Lot 285 LP 1857	\$17,363.14	244054	40 The Avenue, Ocean Grove
Lot 286 LP 1857	\$17,363.14	244055	42 The Avenue, Ocean Grove
Lot 1 LP 95076	\$15,040.98	244056	44 The Avenue, Ocean Grove
Lot 1 PS 539521	\$23,760.98	331688	1-3 The Avenue, Ocean Grove
Lot 2 PS 539521	\$16,130.79	331689	5 The Avenue, Ocean Grove
Lot 1 PS 422975	\$11,952.81	303993	7 The Avenue, Ocean Grove
Lot 2 PS 422975	\$18,809.95	303994	9 The Avenue, Ocean Grove
Lot 305 LP 1857 Lot 317 LP 1857 into Ppsd Lots 1-2 PS 607947	\$17,363.14	243985	11 The Avenue, Ocean Grove
Lot 304 LP1857, Lot 318 LP 1857	\$17,363.14	243986	13 The Avenue, Ocean Grove
Lot 319 LP1857, Lot 303 LP 1857	\$17,363.14	243987	15 The Avenue, Ocean Grove
Lot 1 PS 500590	\$22,542.09	243988	17 The Avenue, Ocean Grove
Lot 2 PS 500590	\$9,531.13	264254	19 The Avenue, Ocean Grove
Lot 299 LP1857, Lot 323 LP1857, Lot322 LP1857, Lot300 LP 1857	\$34,726.28	264255	21-23 The Avenue, Ocean Grove
Lot 1 LP 216301	\$31,153.26	268839	25-29 The Avenue, Ocean Grove
Lot 1 CP 104876	\$23,152.27	243990	31-33 The Avenue, Ocean Grove
Lot 1 PS 308933	\$19,263.82	270442	35 The Avenue, Ocean Grove
Lot 2 LP 219400	\$15,460.50	269549	37 The Avenue, Ocean Grove
Lot 2 PS 444091	\$8,617.23	313368	1/39 The Avenue, Ocean Grove
Lot 1 PS 444091	\$8,617.23	313367	2/39 The Avenue, Ocean Grove
Lot 1 PS 62777	\$13,813.68	340788	41 The Avenue, Ocean Grove
Lot 2 PS 62777	\$13,798.71	340789	43 The Avenue, Ocean Grove
Lot 288 LP 1857	\$15,562.40	243993	45 The Avenue, Ocean Grove

Appendix 3
Page 1

PLAN



Attachment 1

PROCESS CHART

**SPECIAL CHARGE PROJECTS –
(Section 163 – Local Government Act 1989)**

THE AVENUE, OCEAN GROVE

Stage	Status	Description
<i>Approval to prepare scheme</i>	✓	Decision made to prepare scheme following consideration of surveys of property owners and feed back from the community. Council may then place the project in the budget system or proceed immediately to prepare a scheme. Scheme preparation involves survey, design and preparation of an apportionment of costs.
<i>Intention to Declare Scheme</i>	✓	Report to Council providing information on scheme including advice of impending advertising of scheme and declaration of charge. Seeks Council approval by resolution to proceed with process. 28 August 2012
<i>Advertisement</i>	✓	The scheme is advertised in the local newspaper and all allotted property owners are notified by mail. This advertisement indicates Council's intention and notification to 'declare' a scheme in a month's time. 8 September 2012
<i>Submissions</i>	✓	From the time of advertising property owners have 28 days (as set down by the Local Government Act) to lodge submissions, either in support or opposition to the scheme.
<i>Submissions Review Panel Hearing</i>	✓	A Submissions Review Panel is convened (quorum of three Councillors) and meets to consider submissions. Some submissions are written only, and other submitters may wish to be heard before the Panel. The Panel makes a recommendation to Council regarding the scheme. 6 August 2013
<i>Declaration Report</i>	✓	Any time 28 days after advertising the scheme and after the Submissions Review Panel has met and considered submissions, Council considers a report and may proceed to "declare" the charges in accordance with its advertised intent. Subsequent to this the Finance Manager issues the levy notices and there is a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme.
<i>Appeal</i>		Property owners may lodge an application for review with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. An appeal is listed, heard and determined by the Tribunal and this process generally takes three to four months. Decisions made by VCAT are binding on all parties.
<i>Construction</i>		Council may then proceed to construct the works. Invoices are issued seeking payment of the estimated cost within one month of commencement.
<i>Final Cost Report</i>		At the completion of the works the scheme is "finalised" taking into account actual costs incurred and payments are adjusted accordingly.

12. OCEAN THROUGHWAY AND BONNYVALE ROAD, OCEAN GROVE - FOOTPATH CONSTRUCTION - SRC 297 - FINALISATION OF SCHEME

Portfolio:	Infrastructure – Cr Ellis
Source	City Services – Engineering Services
General Manager:	Gary Van Driel
Index Reference	Ocean Throughway and Bonnyvale Road, Ocean Grove, Special Rates and Charges, Council Reports 2014

Purpose

The purpose of this report is to finalise the Ocean Throughway and Bonnyvale Road footpath Special Charge Scheme, Ocean Grove between Lockyer Court and Pembroke Road as shown at Appendix 1.

Summary

- The Special Charge Scheme was declared by Council at its meeting of 31 January 2012.
- The scheme affects 55 properties and the cost estimate was \$231,754. Owner's costs vary between \$260.50 and \$3,514.56.
- The works have now been completed and the scheme can be finalised by Council. The final cost of the project was \$179,841.04. The cost saving of \$51,913 from the project estimate results in a charge reduction for property owners.
- The scheme has been administered in accordance with the Special Rates and Charges provisions of the Local Government Act 1989, along with Council's Special Rates and Charges Policy.
- This report seeks a resolution by Council to confirm the Special Charge Scheme for the footpath construction in Ocean Throughway and Bonnyvale Road, Ocean Grove in accordance with the Special Charge Scheme process as shown in the Process Chart – Attachment 1.

Cr Ellis moved, Cr Richards seconded -

That Council having declared a special charge on 31 January 2012 for the purposes of defraying the expenses in relation to the construction of a footpath in Ocean Throughway and Bonnyvale Road, Ocean Grove, between Lockyer Court and Pembroke Road (Appendix 1 – Plan) in accordance with Section 163 of the Local Government Act 1989 (the Act) resolves that:

- 1) the amended special charges to property owners be confirmed as required by Section 166 of the Act as shown in Schedule A – Appendix 2;**
- 2) the reduction of actual cost of \$51,913 from the project estimate contribute to a charge reduction to property owners;**
- 3) the General Manager of Corporate Services is authorised to levy and recover the special charges by sending notices to the persons who are liable to pay in accordance with Section 166 of the Act; and**

12. OCEAN THROUGHWAY AND BONNYVALE ROAD, OCEAN GROVE - FOOTPATH CONSTRUCTION -SRC 297- FINALISATION OF SCHEME (CONT'D)

- 4) in accordance with Section 172, the rate of interest which is payable on the special charges which have not been paid by the specified date is set at Council's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 2A in which case the rate of interest shall be the maximum rate fixed by the Governor in Council by Order for the purposes of the Section). The interest is to be calculated from the date the special charge is due, with a six months interest free period, providing those persons who choose to pay by instalments adhere to their repayment plan.

Carried.

Background

Council has had approaches from property owners and residents in the past for a footpath in this area. Ocean Throughway and Bonnyvale Road service a considerable residential area and are relatively close to the ocean foreshore, Collendina Reserve, bus stops and sports club as destinations.

The original nature strip had a worn pedestrian path evident in the turf that reinforced the need for a constructed footpath. The new pathway is 1,130m long and 1.5m in width.

The footpath works have been completed as part of a pedestrian link and costs have been accounted for. The scheme can now be finalised by Council.

Discussion

The actual cost of construction was less than the project estimate due to efficiency of construction and minimal contingencies encountered during construction. The price reduction will be partly passed on to property owners as detailed in the Financial Implications section below.

Environmental Implications

There are no environmental implications in regards to energy consumption, emissions, water use, storm water quality, waste generation or natural habitats in Council's decision to finalise the scheme.

Financial Implications

The financial details of the project are detailed as follows:

	Estimate	Actual
Cost to Property Owners	\$105,971.74	\$82,234.05
Cost to Council	\$105,971.74	\$82,234.05
Cost to Council for two properties	\$19,810.52	\$15,372.94
Total	\$231,754.00	\$179,841.04

12. OCEAN THROUGHWAY AND BONNYVALE ROAD, OCEAN GROVE - FOOTPATH CONSTRUCTION - SRC 297 - FINALISATION OF SCHEME (CONT'D)

The final costs of the project are lower than estimated by \$51,912.96. Property owners will be advised of the final costs which represent a 22% reduction when compared with the 'as declared' estimated charges.

Policy/Legal/Statutory Implications

The Special Charge Scheme has been administered in accordance with the Special Charge Scheme provisions of the Local Government Act 1989 as well as Council's Special Rates and Charges policy.

Alignment to City Plan

This report aligns with the City Plan as follows:

Community Wellbeing:

- Healthy Lifestyles – Facilitating and promoting physical activity
- Healthy Environments – Cycling and walking paths

Sustainably Built and Natural Environment

- Support our Community to live – Encourage increased use of alternatives to car transport

Officer Direct or Indirect Interest

No Council Officer involved with this process has any direct or indirect interest in the properties.

Risk Assessment

The provision of a footpath has provided safer walking conditions for pedestrians by minimising the risk of personal injuries through trip hazards and conflict with vehicles. There are no identified risks for Council in finalising the scheme.

Social Considerations

The provision of footpaths is aligned to Council's City Plan as described above and provides improved connectivity and safety for pedestrians.

Human Rights Charter

In developing this report to Council, the subject matter has been considered to determine if it raises any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in this report. It is considered that the subject matter does not raise any human rights issues.

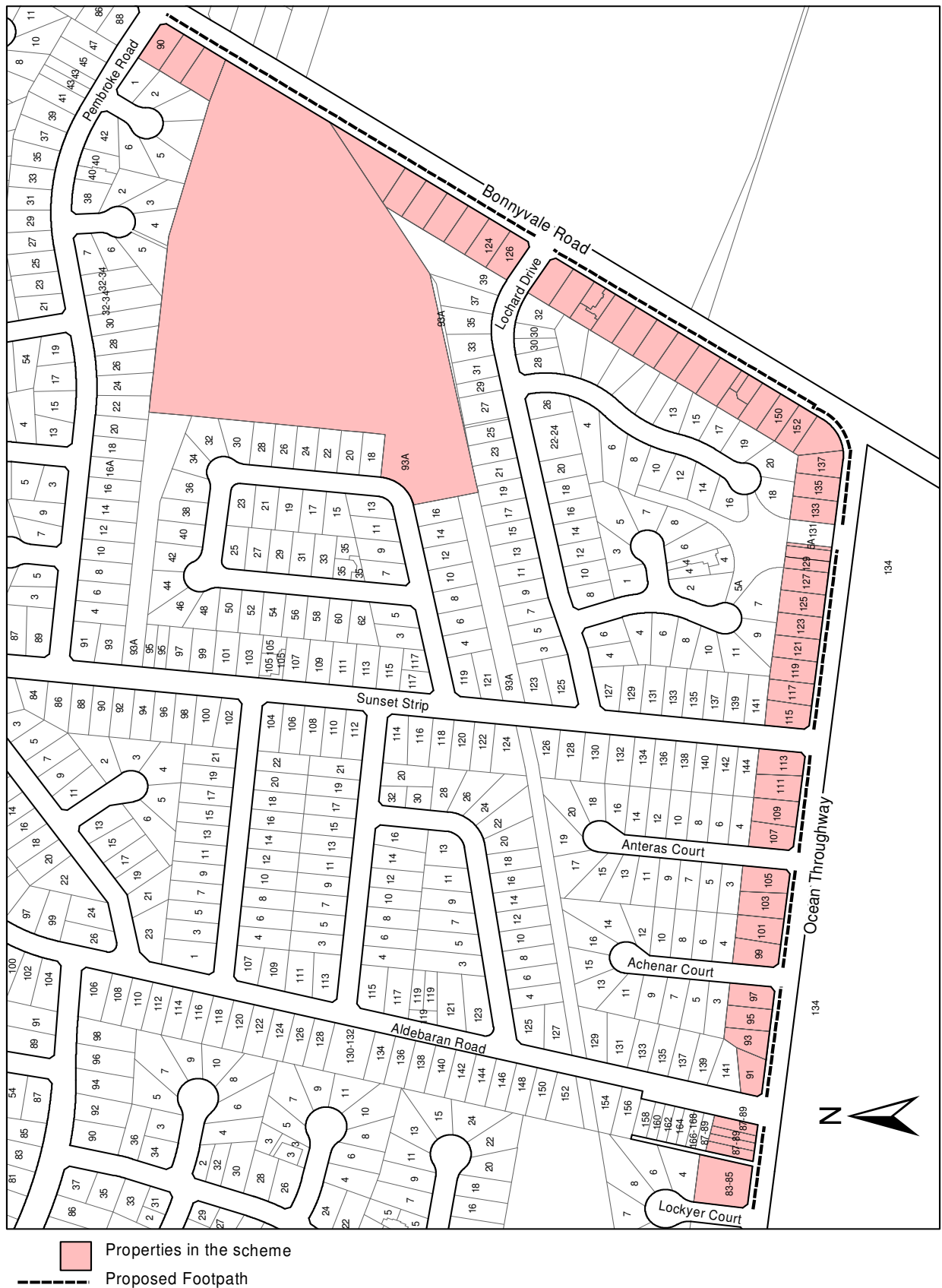
**12. OCEAN THROUGHWAY AND BONNYVALE ROAD, OCEAN GROVE -
FOOTPATH CONSTRUCTION - SRC 297 - FINALISATION OF SCHEME
(CONT'D)**

Consultation and Communication

Communication with property owners has taken place during the course of the project and Special Charge Scheme process. Council will advise the property owners of the final cost.

Appendix 1

PLAN



Appendix 2
Page 1

SCHEDULE 'A'

SPECIAL CHARGE SCHEME FOR FOOTPATH CONSTRUCTION

Ocean Throughway and Bonnyvale Road, Ocean Grove

COL 1	COL 2	COL 3	COL 4	COL 5
DESCRIPTION OF PROPERTY	ESTIMATED COST (\$)	ACTUAL COST(\$)	PROPERTY REFERENCE	PROPERTY DETAILS
Lot 17 LP 84004	\$7,088.91	\$5,500.99	245797	110-114 Bonnyvale Road, Ocean Grove
Lot 16 LP 84004	\$1,952.65	\$1,515.26	245798	116 Bonnyvale Road, Ocean Grove
Lot 15 LP 84004	\$1,952.65	\$1,515.26	245799	118 Bonnyvale Road, Ocean Grove
Lot 14 LP 84004	\$1,952.65	\$1,515.26	245800	120 Bonnyvale Road, Ocean Grove
Lot 13 LP 84004	\$1,952.65	\$1,515.26	245801	122 Bonnyvale Road, Ocean Grove
Lot 12 LP 84004	\$1,952.65	\$1,515.26	245802	124 Bonnyvale Road, Ocean Grove
Lot 11 LP 84004	\$1,952.65	\$1,515.26	245803	126 Bonnyvale Road, Ocean Grove
Lot 10 LP 84004	\$1,952.65	\$1,515.26	245804	128 Bonnyvale Road, Ocean Grove
Lot 9 LP 84004	\$1,952.65	\$1,515.26	245805	130 Bonnyvale Road, Ocean Grove
Lot 1 SP 36000	\$976.86	\$758.04	269380	1/132 Bonnyvale Road, Ocean Grove
Lot 2 SP 36000	\$976.86	\$758.04	269381	2/132 Bonnyvale Road, Ocean Grove
Lot 7 LP 84004	\$1,952.65	\$1,515.26	245807	134 Bonnyvale Road, Ocean Grove
Lot 6 LP 84004	\$1,952.65	\$1,515.26	245808	136 Bonnyvale Road, Ocean Grove
Lot 5 LP 84004	\$1,952.65	\$1,515.26	245809	138 Bonnyvale Road, Ocean Grove
Lot 4 LP 84004	\$1,952.65	\$1,515.26	245810	140 Bonnyvale Road, Ocean Grove
Lot 3 LP 84004	\$1,952.65	\$1,515.26	245811	142 Bonnyvale Road, Ocean Grove
Lot 2 LP 84004	\$1,952.65	\$1,515.26	245812	144 Bonnyvale Road, Ocean Grove
Lot 1 PS 439079	\$1,606.75	\$1,246.84	312451	1/146 Bonnyvale Road, Ocean Grove
Lot 2 PS 439079	\$345.90	\$268.42	312452	2/146 Bonnyvale Road, Ocean Grove
Lot 3 LP 111001	\$1,708.17	\$1,325.54	245814	148 Bonnyvale Road, Ocean Grove
Lot 2 LP 111001	\$1,708.17	\$1,325.54	245815	150 Bonnyvale Road, Ocean Grove
Lot 1 LP 111001	\$1,708.17	\$1,325.54	245816	152 Bonnyvale Road, Ocean Grove
Lot 14 LP 94054	\$3,199.62	\$2,482.90	257069	139 Ocean Throughway, Ocean Grove
Lot 13 LP 94054	\$2,320.98	\$1,801.08	257068	137 Ocean Throughway, Ocean Grove
Lot 12 LP 94054	\$1,939.84	\$1,505.32	257067	135 Ocean Throughway, Ocean Grove
Lot 11 LP 94054	\$1,939.84	\$1,505.32	257066	133 Ocean Throughway, Ocean Grove
Lot 1 PS 623628	\$934.16	\$724.90	339553	1/129 Ocean Throughway, Ocean Grove
Lot 2 PS 623628	\$933.09	\$724.08	339554	2/129 Ocean Throughway, Ocean Grove
Lot 8 LP 94054	\$1,867.24	\$1,448.98	257063	127 Ocean Throughway, Ocean Grove
Lot 7 LP 94054	\$1,867.24	\$1,448.98	257062	125 Ocean Throughway, Ocean Grove
Lot 6 LP 94054	\$1,867.24	\$1,448.98	257061	123 Ocean Throughway, Ocean Grove
Lot 5 LP 94054	\$1,867.24	\$1,448.98	257060	121 Ocean Throughway, Ocean Grove

**Appendix 2
Page 2**

SCHEDULE 'A'

SPECIAL CHARGE SCHEME FOR FOOTPATH CONSTRUCTION

Ocean Throughway and Bonnyvale Road, Ocean Grove

COL 1	COL 2	COL 3	COL 4	COL 5
DESCRIPTION OF PROPERTY	ESTIMATED COST (\$)	ACTUAL COST(\$)	PROPERTY REFERENCE	PROPERTY DETAILS
Lot 4 LP 94054	\$1,867.24	\$1,448.98	257059	119 Ocean Throughway, Ocean Grove
Lot 3 LP 94054	\$1,850.16	\$1,435.73	257058	117 Ocean Throughway, Ocean Grove
Lot 64 LP 55384	\$1,952.65	\$1,515.26	257057	115 Ocean Throughway, Ocean Grove
Lot 65 LP 55384	\$1,952.65	\$1,515.26	257056	113 Ocean Throughway, Ocean Grove
Lot 66 LP 55384	\$2,149.09	\$1,667.70	257055	111 Ocean Throughway, Ocean Grove
Lot 233 LP 55384	\$2,149.09	\$1,667.70	257054	109 Ocean Throughway, Ocean Grove
Lot 232 LP 55384	\$1,952.65	\$1,515.26	257053	107 Ocean Throughway, Ocean Grove
Lot 213 LP 55384	\$1,952.65	\$1,515.26	257052	105 Ocean Throughway, Ocean Grove
Lot 212 LP 55384	\$2,149.09	\$1,667.70	257051	103 Ocean Throughway, Ocean Grove
Lot 211 LP 55384	\$2,149.09	\$1,667.70	257050	101 Ocean Throughway, Ocean Grove
Lot 210 LP 55384	\$1,952.65	\$1,515.26	257049	99 Ocean Throughway, Ocean Grove
Lot 195 LP 55384	\$1,855.50	\$1,439.87	257048	97 Ocean Throughway, Ocean Grove
Lot 194 LP 55384	\$1,855.50	\$1,439.87	257047	95 Ocean Throughway, Ocean Grove
Lot 193 LP 55384	\$2,382.90	\$1,849.13	257046	93 Ocean Throughway, Ocean Grove
Lot 192 LP 55384	\$3,156.91	\$2,449.76	257045	91 Ocean Throughway, Ocean Grove
Lot 4 PS 403882	\$893.59	\$693.42	301420	1/87-89 Ocean Throughway, Ocean Grove
Lot 3 PS 403882	\$649.11	\$503.71	301421	2/87-89 Ocean Throughway, Ocean Grove
Lot 2 PS 403882	\$649.11	\$503.71	301422	3/87-89 Ocean Throughway, Ocean Grove
Lot 1 PS 403882	\$886.11	\$687.62	301423	4/87-89 Ocean Throughway, Ocean Grove
Lot 2 PS 629838	\$1,127.39	\$874.86	342307	1/83 Ocean Throughway, Ocean Grove
Lot 3 PS 629838	\$804.98	\$624.66	342308	2/83 Ocean Throughway, Ocean Grove
Lot 4 PS 629838	\$807.11	\$626.32	342309	1/83 Ocean Throughway, Ocean Grove
Lot 52 PS 629838	\$775.08	\$601.46	342310	1/83 Ocean Throughway, Ocean Grove
Res LP 97336, Res LP 94054	\$260.50	\$202.14	269058	5A Achilles Court, Ocean Grove
Lot 2 LP 125689, 1/2 Share of LP 84004, Res 1 LP 94896, Res 2 LP 94896	\$9,644.76	\$7,484.33	260735	93A Sunset Strip, Ocean Grove
Lot 20 LP84004	\$1,952.65	\$1,515.26	270305	1,2/90 Bonnyvale Road, Ocean Grove
Lot 19 LP84004	\$1,952.65	\$1,515.26	245795	92 Bonnyvale Road, Ocean Grove
Lot 18 LP84004	\$1,952.65	\$1,515.26	245796	94 Bonnyvale Road, Ocean Grove
	\$115,877.00	\$89,920.52		

Attachment 1

PROCESS CHART

**SPECIAL CHARGE PROJECTS –
(Section 163 – Local Government Act 1989)**

OCEAN THROUGHWAY AND BONNYVALE ROAD, OCEAN GROVE

Stage	Status	Description
<i>Approval to prepare scheme</i>	✓	Decision made to prepare scheme following consideration of surveys of property owners and feed back from the community. Council may then place the project in the budget system or proceed immediately to prepare a scheme. Scheme preparation involves survey, design and preparation of an apportionment of costs.
<i>Intention to Declare Scheme</i>	✓	Report to Council providing information on scheme including advice of impending advertising of scheme and declaration of charge. Seeks Council approval by resolution to proceed with process. 22 September 2009.
<i>Advertisement</i>	✓	The scheme is advertised in the local newspaper and all allotted property owners are notified by mail. This advertisement indicates Council's intention and notification to 'declare' a scheme in a month's time. 3 October 2009.
<i>Submissions</i>	✓	From the time of advertising property owners have 28 days (as set down by the Local Government Act) to lodge submissions, either in support or opposition to the scheme.
<i>Submissions Review Panel Hearing</i>	✓	A Submissions Review Panel is convened (quorum of three Councillors) and meets to consider submissions. Some submissions are written only, and other submitters may wish to be heard before the Panel. The Panel makes a recommendation to Council regarding the scheme. 22 March 2010.
<i>Declaration Report</i>	✓	Any time 28 days after advertising the scheme and after the Submissions Review Panel has met and considered submissions, Council considers a report and may proceed to "declare" the charges in accordance with its advertised intent. Subsequent to this the Finance Manager issues the levy notices and there is a formal charge placed on the property. This is the final step in the process for Council to make a decision on the scheme. 31 January 2012
<i>Appeal</i>	✓	Property owners may lodge an application for review with the Victorian Civil and Administrative Tribunal (VCAT) within one month of issue of the levy notice. An appeal is listed, heard and determined by the Tribunal and this process generally takes three to four months. Decisions made by VCAT are binding on all parties. 30 October 2012
<i>Construction</i>	✓	Council may then proceed to construct the works. Invoices are issued seeking payment of the estimated cost within one month of commencement.
<i>Final Cost Report</i>	✓	At the completion of the works the scheme is "finalised" taking into account actual costs incurred and payments are adjusted accordingly.

Cr Farrell re-entered the meeting room at 8.12pm

13. BASKETBALL GEELONG

Portfolio:	Sport & Recreation – Cr Irvine
Source	Projects, Recreation & Central Geelong – Sport & Recreation
General Manager:	Dean Frost
Index Reference	Subject: Facilities – The Arena

Cr Harwood moved, Cr Macdonald seconded -

That in accordance with Section 89 (2) (d) of the Local Government Act 1989, this contractual matter be considered at the conclusion of all other business at which time the meeting be closed to members of the public.

Carried.

Cr S Kontelj declared an Indirect Interest by Close Association in Notice of Motion, North Geelong Secondary College, in that he is the Patron of the North Geelong Secondary College Legal Studies Patron Program, and left the meeting room at 8.15pm prior to discussion.

NOTICE OF MOTION – Cr E Kontelj

An application has been received under the Councillor Community Grants Program that falls outside the established grant guidelines.

The applicant is the North Geelong Secondary College which has applied for \$1,000 to assist with the cost of bus hire to transport the Year 11 and 12 Legal Studies students to an excursion to visit the Victorian Parliament and meet with the Victorian Attorney General. It is a Legal Studies Patron Program which is part of their VCE and gives the students additional exposure to speakers and excursions to help with their legal and politics studies.

The request falls outside the grant guidelines that state *‘requests for retrospective funds (ensure that your project or event has not commenced, been paid for or has been held, prior to your grant application being submitted).’*

The application was submitted after the excursion had taken place.

Where Councillors wish to support and fund such applications from the Councillor Community Grants Program funding allocation, the applications are brought to Council for consideration.

Cr E Kontelj moved, Cr Nelson seconded -

That Council support a Councillor Community Grant allocation to the North Geelong Secondary College to cover the cost of bus hire for transporting students to their excursion.

Ward Name	Allocation
Cowie	\$1,000

Cr Heagney moved, Cr Richards seconded –

That the Notice of Motion be deferred.

Lost.

The motion was then put and lost.

Cr S Kontelj re-entered the meeting room at 8.23pm

ASSEMBLY OF COUNCILLORS RECORD

Portfolio: Governance – Cr Lyons (Mayor)
Source: Corporate Services
Act/General Manager: Mike Kelly

Summary

- Section 80A (2) of the Local Government Act 1989 requires the record of an Assembly of Councillors be reported to the next practicable Ordinary Meeting of Council.
- A record of Assembly of Councillors meeting(s) is attached as an Appendix to this report.

Cr Macdonald moved, Cr Ansett seconded -

That the information be received.

Carried.

RECORD OF ASSEMBLIES OF COUNCILLORS
(Council Meeting 11 February 2014)

Assembly Details	Councillor Attendees	Officer Attendees	Matters Discussed	Conflict of Interest Disclosures
Councillor Briefing 4 February 2014	Crs Lyons, Ellis, Farrell, Harwood, Heagney, Irvine , E Kontelj, S Kontelj, Macdonald, Nelson, Richards	J Wall (GM) D Frost (GM) J McMahon (GM) P Bettess (GM) G Van Driel (GM) M Kelly (MGR) P Smith (MGR) M Leach (OFF)	• Presentation – Financial Sustainability Review • FSR Review Implementation Update and Timetable (Confidential) • Amendment C299 – Rezoning of 77-79 Draper Street and 128-130 Asbury Street, Ocean Grove – Consideration of Submissions • Basketball Geelong (Confidential) • Central Geelong Road Drainage – Clifton Springs • Proposed Rezoning 1681-1729 Bellarine Highway, Marcus Hill • Amendment C290 – Patullos/Elcho/O'Hallorans Road Intersection, Lara – Public Acquisition Overlay – Consideration of Submissions • Amendment C296 – Simonds Stadium Advertising Signage Controls – Consideration of Submissions • Corio Norlane Structure Plan Update • G21 Public Transport Strategy • Green Organics Site – Expression of Interest • Former Western Beach Boat Yard Development Opportunities • Emergency Management Bill 2013 • Ocean Throughway and Bonnyvale Road, Ocean Grove Footpath Construction SRC297 – Finalisation of Scheme • Kerbside Recyclables Contamination Community Education Program Building Victoria's Organics Recovery Fund • The Avenue, Ocean Grove – Proposed Road and Drainage • Colite Street Group of Streets, Barwon Heads – Proposed Road Construction SRC316 – Declaration of Charge	Cr Heagney declared an Indirect Interest by a Conflicting Duty in the Proposed Rezoning 1681-1729 Bellarine Highway, Marcus Hill report, and left the meeting room prior to discussion. Cr Harwood declared an Indirect Interest by Close Association in the Green Organics Site – Expression of Interest report, and left the meeting room prior to discussion.

CLOSE OF MEETING

Cr Macdonald moved, Cr Fisher seconded –

That the meeting be closed to the public.

Carried.

The Meeting was closed to the public at 8.24pm

A record of the proceedings of this section of the meeting is contained in a Confidential Minute Book.

The Meeting was opened to the public at 8.38pm

CLOSE OF MEETING

As there was no further business the meeting closed at 8.38pm. Tuesday, 11 February 2014.

Signed: _____
Chairperson

Date of Confirmation: _____